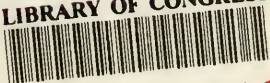


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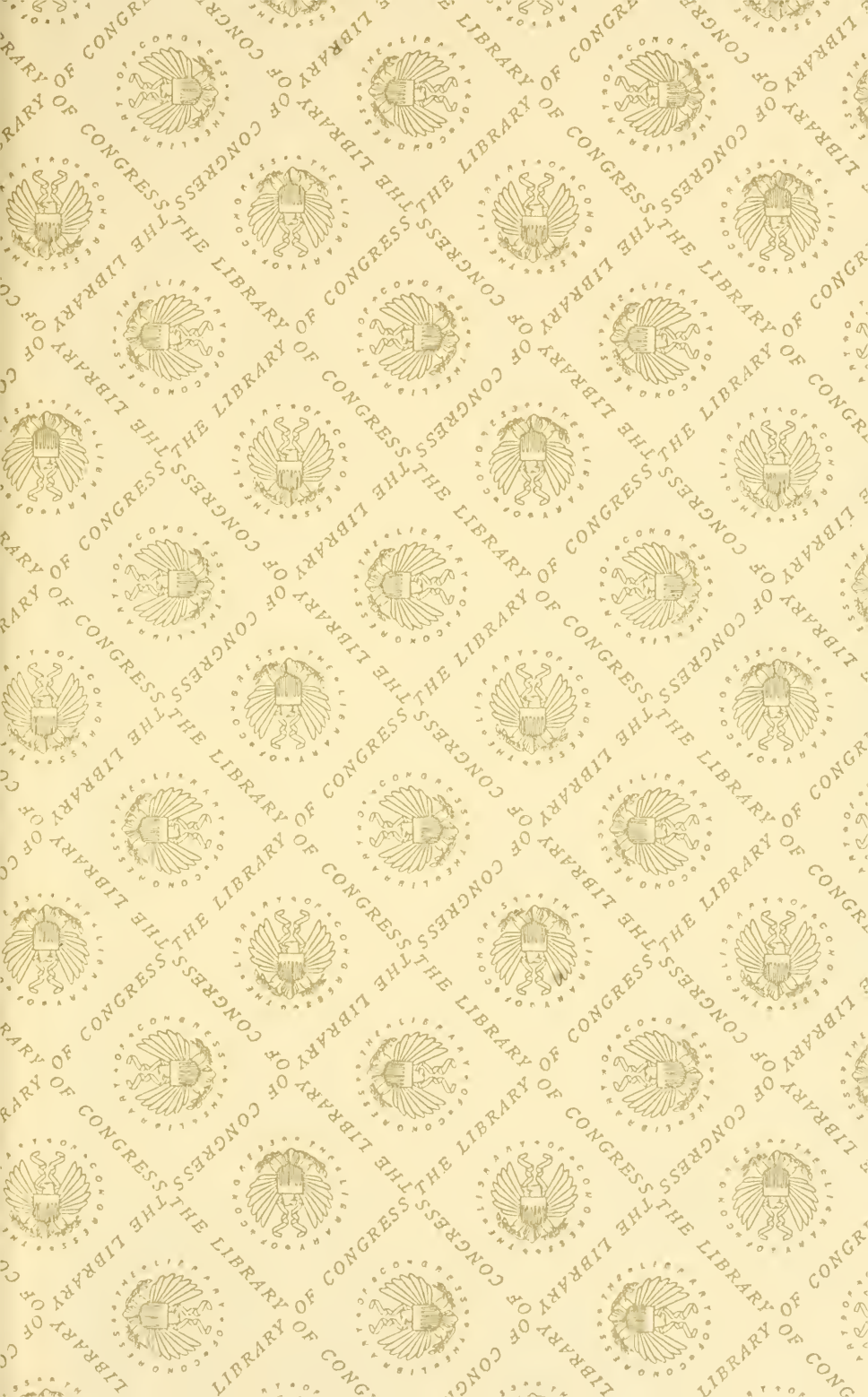
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Official Guide

CRUISE of the

SANTA MARIA



FLEET OF COLUMBUS AT SEA
—1492—

SAILING
in NEW WATER

OFFICIAL GUIDE

No. 1. THE SANTA MARIA—Flagship.

(See Framed Picture of Fleet of Columbus at Sea, Shown on Mainmast).

The replica of the original Santa Maria that made the eventful voyage in 1492 as the flagship of the Columbus fleet of three boats, was launched at the Navy Yard, Cadiz, Spain, June 26, 1892. She made her first sea voyage July 29, of the same year, sailing to Palos, Spain. Her dimensions are:

Length at the water line—71 feet, 3 inches.
Length over all—94 feet.
Beam—25 feet, 8 inches.
Depth of hold—12 feet, 5 inches.
Draft—8 feet, 3 inches.
Freeboard—5 feet.
Displacement—233 metric tons (96 gross tons).

The Santa Maria is very staunchly built. She has a 12x14 inch solid oak keel; she is double ribbed every 11 inches, each rib 5x9 inches, solid oak; she is sheeted outside with 3-inch planks of Spanish Fir. The Santa Maria was styled a ship because of her size and deck arrangement, being the only one of the three boats composing the fleet of 1492 that had fore-castle and cabin. You will note that her deck arrangement and shape would indicate that she was built for the purpose of attack and defense.

The Santa Maria has a bowsprit and three masts: Foremast, mainmast and mizzenmast. The mainmast is 90 feet high, and carries a mainyard 60 feet, 6 inches in length; a gallantyard 23 feet, 6 inches in length. Her Spritsailyard is 26 feet, 6 inches; Foreyard, 39 feet, 9 inches; Mizzen Lateen-yard, 63 feet, 6 inches. At the top of the mainmast is a "Crows Nest," 9 feet in diameter, 3 feet deep, in which the sailor on lookout duty was stationed. She carries under full sail 5,000 square feet of canvas, rigged in square and triangular sails, as follows:

Spritsail—Underneath the bowsprit. Used when under full sail.

Foresail—Extending from foremast, and lashed to foreyard.

Main Gallantsail—Lashed to mainyard in three sections, or "bon-nets." (Reef points were not used in the days of Columbus, so to shorten sail a section of sail, or "bonnet" was taken off.

Top Gallantsail—Lashed to gallantyard.

Mizzen Lateensail—A triangular sail extending from the mizzen-mast, and lashed to lateenyard.

Fore Staysail—Runs from jibboom to truck of foremast. Is used in a storm.

About the ship in various places you will find old Spanish Wooden Blocks, which are used in handling the sails. These blocks are of the Columbus period. In their many shapes and sizes, from the tiny single-wheeled ones, to the mammoth ones of several wheels, they are a very interesting study.

It is due the Santa Maria to say that under full sail she is a most inspiring sight.

The armament of the ship consists of four Lombard cannon of 2½ inch bore; six Falconets, 1 inch to 1¾ inch bore.

OFFICIAL GUIDE

Historical Educational Cruise

OF THE

SANTA MARIA

Spain's Official Replica of the Flagship of Admiral
Columbus En Route from Chicago to
the Panama-Pacific Exposition

SAILING IN NEW WATER

INCLUDING:

Description of Relics Shown on Board the Santa Maria ; History of the Re-
Building of the Santa Maria, Pinta and Nina ; the Coming
of the Replicas of the Columbus Fleet to America ;
Detail of the Present Educational Cruise

Christopher Columbus and His Enterprise

By EDWARD LUTHER STEVENSON, Ph. D.

PHOTOGRAPHIC REPRODUCTIONS OF:

Spanish Letter of Columbus to Luis de Santangel, and Literal Translation
of Same ; Illustrations from "La Nao Santa Maria ;"
Maps and Charts of the Fifteenth Century

NOTE:—Number and name appears on each distinctive feature, or part of
the exhibit—boat and relics. The corresponding number in the
Guide gives you an interesting description of same. You will
find the Official Guide a valuable help in making your visit to
the boat both pleasant and profitable. It afterward becomes
a much prized souvenir.

On the cruise of 1492 the Santa Maria carried a total in officers and men of from 56 to 70, according to different historians. This included the Admiral, High Constable, Chief Accountant, Comptroller, Royal Notary, Historiographer, and Linguist or Interpreter. These people were cared for on this small boat for a period of 70 days. Where did they find quarters? Of what did their provisions consist and where were they stored? We are told that fresh water was carried in wooden tanks built down in the hold of the boat, the tanks replenished by catching rain water on sails spread about the boat. But of the provender nothing is said. We can easily conclude that they were not given to course dinners.

If you recall your school history, you will remember that the first Santa Maria was wrecked on the reefs off shore of Hayti, on Christmas Eve, 1492; that the contents of the boat were saved by the Indians; that Columbus built Fort Navidad from the timbers and lumber of the Santa Maria; that he mounted the cannon from the boat within this fort; that he left 40 men in charge of the fort while he returned to Spain in the Nina.

Nos. 2 and 3. PINTA AND NINA—Caravels.

(See Framed Picture of the Fleet of Columbus at Sea, Shown on Mainmast).

The replicas of the two Caravels, Pinta and Nina, that with the Santa Maria made up the Columbus fleet of 1492, were built at the Navy Yard, Barcelona, Spain, in the spring of 1892, and made their first public appearance with the Santa Maria, at the time of Spain's Columbus Celebration, October, 1892. The dimensions of the **Pinta** are:

Length at deck line—54 feet.
Length over all—68 feet.
Beam—22 feet.
Depth of hold—9 feet, 6 inches.
Draft—6 feet.
Freeboard—4 feet.
Displacement—50 tons.

The Pinta has a keel 6x8 inches, and 5x5 inch double ribs every 7 inches. She has the same number of masts as the Santa Maria. On the mainmast is a "Crows Nest" 3 feet, 7 inches in diameter, 30 inches deep. Her sails are the same as the Santa Maria, only smaller. Under full sail she carries 3,000 square feet of canvas.

The Pinta carries 4 Falconet cannon on her rails, of 1-inch bore.

Through the treachery of her captain, the original Pinta, after the new world discovery, deserted Columbus for a time and went in search of the "fields of gold." On the voyage home the Pinta's Captain again deserted the Admiral, and brought disgrace upon the ship by attempting to steal the laurels of Columbus by reporting Columbus lost, and posing as the discoverer of the new country. Rebuked by Queen Isabella, the captain of the Pinta died a few days after his return to Spain, from remorse and disgrace.

The dimensions of the **Nina** are:

Length at deck line—55 feet.
Length over all—67 feet.
Beam—22 feet.
Depth of hold—10 feet.
Draft—6 feet.
Freeboard—3 feet.
Displacement—48 tons.

The Nina has a keel 6x13 inches; is double ribbed with 5x5 inch ribs placed every 7 inches.

Under full sail the Nina carries a total of 2,300 square feet of canvas on a fore staysail, fore lateensail, main lateensail, mizzen lateensail. Her fore lateenyards are 60 feet; main lateenyards, 47 feet; mizzen lateenyards, 41 feet. Her hull is clipper built, with rigging about the same as a Chinese Junk. She is a close sailing boat, will lay 5 points to windward. The Santa Maria and Pinta are good sailors before the wind, but the Nina, because she can be close hauled, is a much swifter boat for general sailing.

The Nina is armed with two Falconet cannon.

It was the Nina, the smallest boat of the fleet, that on her third trip to the new world, returned to Spain with Columbus on board a prisoner in chains.

No. 4. THE CABIN OF COLUMBUS.

The Cabin occupied by Columbus on the Santa Maria is situated under the poop deck, and extends across the ship. It is the same in size and arrangement as the one on the original boat. In this cabin we have endeavored to present a very realistic scene en route on the voyage of 1492. The great Admiral is seated on a chair at the side of a table. He is in the midst of an animated discussion with one of his officials, who stands at the opposite side of the table. Let us presume that this official is the worthy Historiographer. On the table are strewn maps and instruments such as were used daily by Columbus in his calculations. The Admiral is pointing to a particular portion of one of the maps, and judging from the pleased expression on his face has made clear to the Historiographer the points of his argument.

The costumes of both figures are true to the period. The head of Columbus as used in this scene is the same model as used by the Government on the Columbian half dollars—and is taken from the Lotto portrait. The Table shown is a duplicate of the one from the Genoa home of Columbus. The Chairs are of the Columbus period. The Spanish Sea Chest in the corner of the cabin was used in the days of Columbus. In the back part of the cabin is a Bed of the Columbus period, and such a one as the Admiral used. The Crucifix on the wall was made in the early part of the Fifteenth Century.

The Flag of Castile and Leon, and the Royal Pennant, which were taken ashore by Columbus when he first landed in the New World, have a place in the Cabin. They have been reproduced from hand-colored photographic plates furnished by The Hispanic Society of America, New York, thru the favor of Dr. W. R. Martin, Librarian. They are correct in every detail.

MAPS OF THE COLUMBUS PERIOD.

The map feature of the Columbus Cabin exhibit is of peculiarly intense interest, and of high educational value. By permission of The Hispanic Society of America, New York, thru the courtesy of Dr. E. L. Stevenson, Secretary, we show photographic hand-painted reproductions of three important maps and charts of the Fifteenth Century, similar in kind with which Columbus was acquainted. For protection these maps have been framed and faced with glass. Our descriptions of these maps were taken from "Maps, Reproduced as Glass Transparencies," "Portolan Charts," and "Genoese

World Map," by permission of the author, Edward Luther Stevenson, Ph.D., and the publishers, The Hispanic Society of America, and The American Geographical Society.

Genoese World Map, 1457.—(Shown on Cabin Wall). The author of this map is unknown, but he was undoubtedly a Genoese. The map bears date 1457. Its oblong shape gives the longitude of the world as practically twice the latitude. The original of this map is now the property of the Italian Government. Dr. Stevenson says:

"The map belongs to a period of transition. Ptolemy had been recovered and was becoming anew a teacher of geography to the peoples of Europe. Prince Henry's explorers were now feeling their way down the coast of Africa, and through the word of their discoveries were contributing a fresh interest to those eager to learn of regions that were remote. Central and eastern Asia, the islands of the Indian Seas and of the neighboring eastern waters, while yet the home of myths and marvels, were rapidly becoming better known to the West through the reports of traders and travelers. Our map-maker surpasses his contemporaries, as Professor Fisher has noted, in exhibiting an effort to bring into harmony the ancient and the mediaeval geographical ideas with those of his own day. The map has great scientific importance. It attracts by reason of its numerous legends, its architectural subjects, its crowned kings, and its marvelous animals of land and sea."

Portolan Chart of Roselli, 1468.—(Shown on table before Columbus).

Its author, Petrus Roselli, belonged to a famous school of Majorcan cartographers. Dr. Stevenson regards this chart as one of great importance on account of its age and geographical detail. He says:

"The chart has numerous radiating lines and two small compass roses. A very unusual and interesting feature for a chart of this character is the representation of the winds by four wind-heads. It includes the Mediterranean, and the Black Sea, the whole of Europe except Russia and the Scandinavian region, the North coast of Africa, the Canary, the Madeira, and the Azores Islands. In the Atlantic there are numerous fabulous islands including "brazil," "illa de moni" (man) "antilia," "tamar." * * * Across the north of Africa stretches the Atlas range of mountains; the Alps are represented in Europe; the Carpathian in Austro-Hungary; the Sierra Nevada in Spain, and Mount Sinai in northwestern Arabia. * * * The tents in the interior of Africa give a rather undue prominence to the rulers of that section. On the north coast of Africa are numerous Mohammedan banners; on the west coast are those of Portugal; the Papal banner flies over Avignon; those of Castile and Aragon give prominence to Spain. * * * An interesting survival from early Christian centuries is the idea of giving to the Red Sea a color appropriate to its name, and this idea, together with the representation at its northern extremity of the crossing of the Israelites, finds expression on most of the portolan charts which include that region. * * * Charts such as these served the early seamen of the Mediterranean, the early navigators along the Atlantic coasts of Europe and Africa, and Columbus himself with his companions and his contemporaries in their great enterprises."

World Map of Juan de la Cosa, 1500. (Shown on Cabin Wall.)

Dr. Stevenson says: "This map, the work of a companion and officer of Columbus on his first trans-Atlantic voyage. (De la Cosa was part owner and commander of the Santa Maria), is the oldest known map on which the New World is represented. An inscription on the left tells us that "Juan de la Cosa made it at the Port of Santa Maria (near Cadiz, Spain), in the year 1500." * * * The New World appears on the left, not accurately drawn, but with so near an approach to accuracy as to enable us to identify numerous localities represented on the Atlantic Coast. * * * The West Indian Islands are conspicuous, giving evidence of a fairly accurate knowledge of the island of Cuba. * * * The map exhibits some of the characteristics of the mediaeval cloister maps, telling in picture,

for example, of the Wise Men coming out of the East guided by the Star, and of Gog and Magog, the destructive races of northeast Asia, doubtless meaning thereby the Mongols or Tartars."

Martin Behaim Globe, 1492. Standing near Columbus in the cabin is an authorized reproduction of the Martin Behaim Globe, the oldest known terrestrial globe. For some years the only copies of this famous globe in the United States was the one in possession of The American Geographical Society and the one in the National Museum at Washington. The one in the Columbus cabin is the third to be shown in this country. We deem it proper to show this globe in the Columbus cabin because it was made in 1492. We quote Dr. Stevenson:

"The author (Behaim) had spent some years in Portugal, perhaps had met Columbus and talked over with him the problem of western oceanic exploration, and may have influenced him with his geographical ideas. The globe is one of striking interest because of its date and because of its summary of geographical knowledge recorded at the very threshold of a new era. Behaim tells us that his map was based upon Ptolemy, upon the travels of Marco Polo and of Sir John Mandeville, and upon the explorations carried on by King John of Portugal. * * * The New World very naturally does not appear on the globe. The author has much underestimated the distance from Portugal to China, erroneously representing Japan as near the actual longitude of Mexico."

No. 5. COLUMBUS ANCHOR.

This is one of the anchors carried by Columbus on the Santa Maria, on the cruise of 1492. It was lost at the time of the wreck of the Santa Maria, off the shore of Hayti, Christmas Eve, 1492, and recovered in 1891 or 1892, and sent by the Government of Spain to the World's Fair, as one of the interesting relics exhibited on the replica of the Santa Maria. The anchor was hand-made in Madrid, Spain, in 1450, and originally weighed 2,300 pounds. Long confinement in the water has caused the anchor to loose considerable of its weight. When first recovered large pieces of rust scale were easily detached from the anchor.

No. 6. STOVE.

The stove exhibited is a re-production of the kind of stove used in the Fifteenth Century, and such as Columbus used on the Santa Maria. Charcoal and wool was the fuel used. Near the stove we exhibit various utensils of the Columbus period. All the copper utensils are hand-made.

No. 7. AZIMUTH COMPASS.

The Azimuth compass shown on the Santa Maria, is the official reproduction of the Compass as used by Columbus. The Azimuth circle attachment is intended for taking bearings of the sun to correct errors from the local attraction of iron. The compass occupies the same position on the boat, as it did when used by Columbus, on the main deck aft, and just forward of the rudder tiller arm, mounted in a bittacle (now called binnacle) box. It is a needle compass of sixteen points, and is quickly affected by the magnetism of the earth. It has the picture of the Madonna and Child on the compass card, a custom of the period in which it was used. This motto appears: "Stella maris, miserere nobis!" ("Star of the Sea! Do thou have for us compassion!")

Beside this compass of the Fifteenth Century, we show a modern liquid compass, having 32 points and 360 degrees.

No. 8 FALCONET.

Falconet was the name used in the Fifteenth and Sixteenth Centuries for the smallest class of cannon. The ones shown on the Santa Maria were made in Spain in the Fifteenth Century, and like the Lombardia are the same kind as the ones carried by Columbus. They have been mounted on the gunwale presumably in the same positions on the boat that they occupied on the voyage in 1492. They swing on a swivel from side to side, can be raised or lowered, permitting their being fired from most any position or angle. By driving out the flat curved fin or wedge that runs thru the brace extending beyond the rear of the cannon, a section of the gun is easily removed for loading. This removable section was known as a powder holder, and in this powder holder was placed the powder, wad and ball—the firing charge. The priming and firing was done at the touch hole in the rear portion of the powder holder. It is reasonable to presume that from this style of Falconet originated the idea of the breech loading cannon, and the movable gun-carriage of today. The Falconet on the Santa Maria, six in number, have from 1 inch to 1¼ inch bore. The small Cannon Balls and Hemp Wads shown were used in these guns.

No. 9. LOMBARDIA.

The cannon of the Fifteenth Century known as Lombardia, were among the largest cannon of that time. The manner of handling this style of cannon was very crude compared to the present day methods. The cannon was merely lashed by stout rope to a large wooden block, which was the only carriage provided for the gun. The Lombardia were mainly used at the port holes, but were taken when need required, to various parts of the boat. They are muzzle loading and fired from a touch hole at the extreme top base of the gun. The Lombardia shown on the Santa Maria, four in number, have 2½ inch bore, and were made in the Fifteenth Century. In service the projectiles used were the stone cannon balls, shown near the cannon. The Hemp Wads shown were also used. If the charges of powder employed were of a quantity such as we are accustomed to at the present day, and the powder then used contained only a part of the strength of the gun explosives as now made, what a fearful recoil there must have been to these guns whenever fired. Compared to the monster guns on our battle-ships of today, what toys the Lombardia become.

No. 10. THE SHIP'S PRISON.

This interesting feature of the flagship is located in the hold of the boat, at the extreme stern. Small and cramped, it must have been the scene of undescrivable horrors on the voyage of discovery. The opening in the stern was not in the original boat, the prison being utterly devoid of light, barren of all furniture, a place to be abhorred. The crew of 1492 was made up mostly of released Spanish life convicts, impressed into service for the cruise, a promise of pardon given if they returned. There was also a sprinkling of pirates and adventurers in the crew. It is therefore easy to imagine that the ship's prison was never unoccupied but rather that it was at all times crowded with inmates. Two desperate characters of the crew prominent in mutiny, are shown in the prison in irons. There is a devilish leer on the face of the one kneeling at the side of the prison next to the hospital, because he has been interrupted in his pastime of watching the dying agonies of the hospital inmate. Utter indifference is depicted

on the face of the one in a lounging position at the side of the prison. A matter of comment is the lightness of the iron bars and the inside walls. One must remember that prisoners were chained to the floor.

No. 11. THE SHIP'S HOSPITAL.

Located in the hold of the boat at the extreme stern, and separated from the prison by a partly barred partition, is the ship's hospital. It is singular that the hospital was so placed, but space on the boat was at a premium. It needs no stretch of imagination for you to fully realize how truly unfortunate were those of the crew that necessity placed in the hospital. Think of this small boat having on board a crew of over a half hundred rough, desperate men, whose former lives made them an easy prey to disease, and you can readily believe that only the most severe cases ever reached the hospital, and not even all of the severe cases. Privation, suffering, untold horrors here aplenty without a doubt. One poor sailor is shown lying on a mat on the floor of the hospital, and evidently in the last stages of his suffering. It is an imaginary scene.

MISCELLANEOUS.

Bow Guns and Arrows, such as were used by the men under Columbus, are shown on the port side of the boat, between decks.

Boarding Spears and Battle Axes of the type used on the original cruise, are shown on the starboard side of the main deck. As their name indicates these weapons were used mainly in repelling boarding parties.

Stone and Lead Cannon Balls, as shown near the cannon, are all hand-made productions of the Fifteenth Century.

Hemp Wads, as shown with the cannon balls, were used to hold the powder in the cannon effectively, and frequently served the purpose of setting fire to the object at which the cannon was fired.

THE SCHOOL ESSAY EXHIBIT.

Under the canopy that extends from the side of the ship, at each side of the gang plank, you will find the prize essays of the school of the cities where the Santa Maria has been exhibited during the present cruise. These essays are extremely interesting, and well worth the time necessary to look them over.

BUILDING THE BOATS.

The building of the replica of the Santa Maria, Pinta and Nina, the three boats that composed the 1492 fleet of Columbus, was a happy conception of the late Honorable William E. Curtis, of Chicago, Illinois, U. S. A., a noted and much loved newspaper correspondent. At the time (1891), Mister Curtis was a representative of the United States Government, as Chief of the Latin-American Department, Madrid, Spain. The Government officials of Spain, and especially Queen Maria Christina, were greatly impressed with the idea that duplicates of the Columbus boats be built and sent to the Columbian Exposition at Chicago. The Government immediately appointed a Special Commission of Naval Architects and Archaeologists to carry out the plan. This Commission, after six months of most careful research, perfected their plans, and as a result of their work gave to us the Santa Maria, Pinta and Nina as we have them today. The replicas are therefore historically correct. Particularly is this true of the Santa Maria. This same Commission placed on board the Santa Maria most of the relics now being exhibited.

The Santa Maria was built at the expense of the Spanish Government; the Pinta and Nina at the expense of the United States Government, Mister Curtis having secured an appropriation for that purpose. He also had general direction of the enterprise. Lieutenant W. McCarty Little, U. S. N., had immediate charge of the work, having been detailed as Naval Attache of the United States Legation at Madrid, Spain.

The first appearance of the replicas of the Columbus boats before the Spanish people occurred at Huelva, Spain, October 10th to 14th, 1892, at the time of Spain's festivities in honor of the 400th anniversary of the New World discovery by Columbus. The boats went down the bay to meet the Queen of Spain as she approached from Cadiz, on the Royal Yacht, and were the greatest attraction at the celebration.

On February 18, 1893, the replicas of the fleet of Columbus started from Spain for America, and the placing of the boats on exhibition at the World's Fair. The Santa Maria crossed the Atlantic under her own sail, commanded by Captain Victor M. Concas, of the Spanish Navy. She was manned by Spanish sailors, convoyed by a Spanish man-of-war.

The Pinta and Nina were towed across the Atlantic. The Pinta was commanded by Lieutenant Howard, of the United States Navy, manned by Union jackies, convoyed by the U. S. cruiser Bennington. The Nina was commanded by Lieutenant Colwell, of the U. S. Navy, also manned by U. S. sailors, convoyed by the U. S. cruiser Newark.

The boats followed the course traveled by Columbus in the Fifteenth Century, stopping at the original landing place of Columbus. About the middle of March following, at Havana, Cuba, the Caravels Pinta and Nina were turned over to Spanish commanders and sailors, and so manned they joined the Santa Maria and participated in a number of important events prior to their arrival at the Columbian Exposition.

The Coming of the Fleet.

On a bright sunny morning in April, 1893, welcomed by the roar from the guns of the navies of the world as a hearty salute, the Santa Maria, the flagship of Admiral Christopher Columbus, accompanied by the Pinta and Nina, sailed majestically into Hampden Roads, making their first appearance in the United States in the historic waters of Virginia.

Thus, after over four hundred years, came the replicas of the three boats used by the fearless navigator, the great Columbus, when he sailed

out into unknown waters in that remarkable voyage of 1492, that blazed the way to a new continent and made possible the countries that control the Americas of today, North, Central and South.

It was the year of the Columbian World's Fair, and the replicas of the fleet of Columbus were on their way from Spain to the "White City," the magic city beautiful reared on the shores of Lake Michigan, in the section now known as South Park, Chicago, Illinois.

As one of the events of that memorable year of Columbus' celebration, the navies of the world had assembled at Hampden Roads for a naval review. The coming of the Caravels of Columbus to this gathering of the fighting craft of the prominent nations of the world, marked an event of peculiar interest and novelty.

The North River, New York, the occasion the Grand Naval Review and Peace Jubilee Celebration, was the event of greatest importance in which the Caravels participated on their cruise to the World's Fair. This event immediately followed the Hampden Roads review. Here, also, appeared the representative battleships of the navies of the world.

One writer of the times, telling of the celebration, says: "The noise made by the guns of this great assemblage of fighting crafts when saluting President Cleveland during his review, was surely heard as far west as Chicago." This same writer says further: "The one noteworthy feature of this remarkably long continued salute, was the pop-gun like reports of the small guns on the Columbus boats, in contrast to the roar of the guns on the modern boats." The magnitude of this salute to President Cleveland can be somewhat grasped, when we tell you that one thousand six hundred cannon were used. The President's salute consists of twenty-one shots, or, in naval parlance, "Twenty-one guns." President Cleveland gave special recognition to the salute from the Santa Maria.

At the time of the erection of the Columbian World's Fair Buildings, at the earnest solicitation of the late Honorable William E. Curtis, the old monastery near Palos, Spain, the Santa Maria de la Rabida, (Saint Mary of the Frontier), was reproduced as one of the Fair's attractions. It was at this monastery that Columbus found the friends whose steadfast help and influence made possible the voyage of discovery. At this monastery came to Columbus that great change in his fortune that later gave to the world Columbus the Discoverer. When Columbus renamed the boat that was to be his flagship on his voyage of 1492, in remembrance of that which happened at the monastery, he christened the boat the Santa Maria. Because of this association, the quaint old La Rabida was reproduced at the Columbian Exposition. It remains standing today as one of the attractions of the South Park.

The welcome given the Caravels on their arrival at the Columbian World's Fair Grounds, Chicago, in May, 1893, was a fitting climax to an eventful cruise of over nine thousand miles, by the most remarkable craft afloat.

Captain Victor M. Concas, of the Spanish Navy, commander of the Columbus fleet on this voyage, in his response to the masterly address of Senator Sherman, of Illinois, welcoming the boats and the men that brought them, said:

"You know how four hundred years ago a handful of Spaniards, headed by a man not a Spainard, but soon to be one, came to this country and discovered a New World for humanity. I have the honor to bring to you three ships built in the same land, patterned exactly after the ships he directed. His crew was Spanish. Our crew is of the same blood, and animated by the same spirit. As did his ships, so did ours sail from Palos.

We left behind us at the outset of our journey the walls of the old convent La Rabida, and at the end of our journey, a journey greater than that of the Great Admiral, and in ships the counterpart of his, we are welcomed by the sight of the same La Rabida here in your splendid "White City." By special commission and authority of His Majesty, King of Spain, our fleet had come under the old flag of Castile and Leon. Spain wishes to celebrate properly the marvelous event. She could not send the same men or the same ships, but she has sent copies. This flag embodies all the history and legends of Spain. Were all else to disappear, were Spain and Europe to be wiped from the face of the earth, yet would this flag and its unforgotten legends be the first pages in American history. Those traditions will never die, for America will live forever."

At the close of the World's Fair, with the passing into oblivion of the wonderful "White City," the Santa Maria, Pinta and Nina were taken in charge by the South Park Commission, of Chicago. During all the years that have passed since the close of the Fair, the South Park Commission have cared for the Columbus Caravels. By the side of the old monastery La Rabida, in a Park lagoon, the boats found safe anchorage.

As a matter of history detail, September 12, 1893, the Santa Maria was presented to the United States by Queen Christina, of Spain; March 12, 1896, by Act of Congress the Caravels became the property of the Field Columbian Museum, Chicago; August, 1901, the Field Columbian Museum presented the three boats to the South Park Commission, Chicago.

The Unique Educational Cruise.

The flight of time has recorded over twenty cycles since these interesting crafts reached our shores, each cycle leaving in its wake the history of our Nation's big strides forward, outward, and upward.

One of our Nation's achievements of this period is the completion of the Panama Canal—the uniting by a ship's highway of two great oceans. This monster accomplishment of the United States Government is of World wide importance. Natural, proper and deserving, is the Exposition Celebration in honor of the event. Equally natural, proper and deserving is it that the fine replica of the Santa Maria, the Columbus Flagship, the gracious gift of the Spanish Government through the kind thoughtfulness of a beloved Queen, to the United States and her people, should be exhibited as a part of the Exposition celebration. It was the coming of the Santa Maria to our shores, guided by the dauntless Admiral, that that which the Exposition celebrates was made a possibility.

When the proposed Panama-Pacific Exposition at San Francisco, became a certainty, Mr. Chas. Stephenson, a former rowing coach for the Harvard Varsity crew, placed before the South Park Commission a plan for taking the Santa Maria to the Panama-Pacific Exposition, exhibiting her there and afterward returning the boat to Chicago. The plan embodied the exhibiting of this replica of the craft of the Fifteenth Century, and the wonderful relics the boat contains, at prominent ports en route as an historical educational exhibit. In this way millions of citizens who had never seen the craft, and who would not attend Expositions, would have the opportunity of visiting the boat. It was shown that the exhibit would have great value to all school pupils who would be so fortunate as to be able to visit the boat and inspect its relics. The South Park Commissioners found favor with the plan, and gave Mr. Stephenson a contract leasing to him the boats for a period of time. For this contract, through an influential Boston friend, Mr. Stephenson, gave ample bond.

And so, this famous craft is again en route on a trip most singular. On this present cruise of the Santa Maria, true to the previous records of both original and replica, entirely new history is being made. As planned the present cruise will cover a distance four times that covered in 1492. It will take this history laden replica of the long ago into new water—water that the fearless navigator of the Fifteenth Century had really meant to sail.

On the last day of August, 1913, the weather ideal, with streamers flying gaily, Old Glory and the flag of Spain proudly floating from her masts, the Santa Maria started from her anchorage at South Park, Chicago, Illinois, to the Panama-Pacific Exposition, San Francisco, California, on a cruise that will take four or more years to complete. The departure was an inspiring sight. By whistle and bell the steamers, tugs and launches—crafts of every kind along Chicago's lake front—bid the Santa Maria God speed on her way.

To complete the cruise so started takes the Santa Maria thru Lake Michigan, Lake Huron, the Detroit River, Lake St. Clair, the St. Clair River, Lake Erie, the Welland Canal, and down the St. Lawrence River to the Atlantic Ocean. Following the Atlantic coast to Florida, it is proposed to circle the West Indies, and visit the original landing place of Columbus at San Salvador. Going from there to the Panama Canal, it is expected the boat will arrive in time to take part in the official opening of the Canal, in January, 1915.

Passing through the Panama Canal in company with the crafts representing the nations of the world, and in each case the finest boats the various nations possess, what an object lesson the Santa Maria will be! The craft of the Fifteenth and Twentieth Centuries side by side; the replica of the boat that made the Canal a possibility participating in the formal opening of this gigantic human made waterway. The Admiral's light will be burning on the Santa Maria, his chosen flagship, and surely it seems reasonable to believe that in spirit Columbus will be on board his boat. And thus will sail the Santa Maria into new water.

Leaving the Panama Canal, the flagship will proceed to the Golden Gate, San Francisco, California, and come to temporary rest as a part of the Panama-Pacific Exposition.

Homeward Bound.

At the close of the Exposition the Santa Maria, homeward bound, will return thru the Panama Canal, thru the Gulf of Mexico to the Mississippi River. She will navigate the "Father of Waters" up to the mouth of the Chicago Drainage Canal, return to the waters of Lake Michigan, and resume her permanent home under the shadows of the old monastery Santa Maria de la Rabida, South Park, Chicago, Illinois.

Then will be completed a remarkable cruise by a remarkable craft. Rich in history of her own the Santa Maria will ever after be an object of increased interest to all visitors to this famous Chicago park. She will have greatly added value to every American, and to every lover of the fearless navigator and discoverer, Admiral Christopher Columbus.

As a closing paragraph it might be well to say, that it is a noteworthy fact, in constant evidence during all times of the previous exhibiting of the boat, just this: People see the comparatively small Santa Maria, and seeing the boat Columbus becomes a greater man in their opinion than ever before. They marvel at the dauntless courage of the man who used a boat like this and sailed out into an unknown ocean of darkness and many terrors.

SABED por que se que auria a plaza de la gran victoria que nuestro señor me
 ba dado en mi viaje vos escríbo esta por la q̄l sabrẽys como enuente dias puse
 las fons cõ la armada q̄ los illustrissimos Rey e Reyna nros señores me dieron
 p̄doyro falle muy muchas Yslas pobladas cõ gente sin numero : y dellos todas
 de tomado posesion por sus altezas con pregon y uaderatreal estenoida y non meña
 e con adico Ala primera q̄ yo falle puse nonbre sant saluador a comenoracion de su alta magest
 tad el qual marañillofamente todo esto anadolo los idios la llaman guahabani Ala seguda
 puse nonbre la isla de santa maria de concepcion ala tercera ferrandina ala quarta la isla bella
 ala quinta la Ysla Juana e asi a cada vna nonbre nuevo Quando yo llegne ala Juana seg
 ui to la costa della al poniente y la falle tan grande q̄ pense que seria tierra firme la proaia de
 catayo y comono falle asi villas y luguares e ala costa de la mar saluo pequeñas poblaciones
 con lagente delas q̄ules nopodia bauer fabla por que lue go fazez todos andaua yo a de
 lante por el dicho camino p̄cãdo deuo estar grãdes Ciudades o villas y al cabo de muchas
 leguas visto q̄ no bavia inouaciõ i que la costa me leuaua alscettrion de adõde mi voluntad
 era contraria porq̄ el yerno era ya ecarrado yo tenia proposito de bazer del al austro y tan biẽ
 el victo medio a delãte determine deuo aguardar otro tiepo y bolui atras fasta un señalado puer
 to de adõde ebie dos bõbres por la tierra para saber si bavia Rey o grãdes Ciudades adõde
 erõ tres jornadas p̄ballazõ infinitas poblaciões pequeñas i gẽte si numero mas no cosa de eg
 limeto por lo qual se boluierõ yo entẽdia barto de otros idios q̄ la tenia tomados como conti
 nuamete esta tierra era Ysla e asi segui la costa della al oriẽte ciento i siete leguas fasta dõde fa
 zia fin del qual cabo vi otra Ysla al oriẽte distica de esta diez o ocho leguas ala qual luego
 p̄se nombre la spañola y fui alli y segui la parte del scettrion asi como dela mana al oriente
 claxon grãdes leguas por linea recta del oriẽte asi como dela iuana la qual y todas las otras
 sõ fortissimas en demasido grado y esta enestrano en ella ay muchos puertos en la costa della
 mar si cõparaciõ de otros q̄ yo sepa en cristianos y fartos rios y buenos y grandes q̄ es en la
 villa las tierras della sõ altas y e ella muy muchas sierras y mõtañas altissimas si cõparaciõ
 dela isla de cõte fin todas finosissimas de mil fechoras y todas adabiles y llenas de arboles
 de mil maneras altas i parecen q̄ llegã al cielo i sego por dõde q̄ ianas pierde la foia segun lo
 puede cõpber q̄ los viã verdes i ta herinosos como sõ por mayo en spaña i ocllos itauã flor
 rios de ellos cõ fruto i dellos enotaterrmino segun es su calidãd i cõtauã el rui fãio i otros pa
 raxicos de mil maneras en el mes de nouiẽbre por alli dõde io adana ay palmas de seis o de
 ocho maneras q̄ es admiracion vulas por la diformidad fermosa dellas mas asicomo los
 otros arboles y frutos ectras en ella ay pinares marañilla eay can piñas grãdissimas eay mi
 el i de muchas maneras de aues y frutas muy ouersas culas nras ay muchas minas de me
 tales eay gẽte innumerable numero La spañola es marañilla la sierra y las mõtañas y las uegas
 las campiñas y las tierras tan fermosas y fructuas para plantar sebrar pacuar ganados de to
 das lueas para bechidos de villas e ligares los puertos dela mar aqui no bavia dierca sin
 villa y de los rios muchos y grandes y buenas aguas los mas de los quales trae oro e los azo
 les y fãidos e fãuas ay grandes diferencias de aquel las de la mana en esta ay muchas si
 rras y grandes minas de oro y de otros metales La gente desta isla y todas las otras q̄ be
 fallado y heuido en esta bairro nonda aucaõ todos de linage de bõbres y mugeres asi como
 fin macta les pare han que algunas mugeres se cobian en solo lugar cõ una foia de y
 uãdõ una cosa de algos quepa ello fazez ellos no tienen fierro ni azero ni otras cosas
 acido no por que no los quite bien dispuesta y de fermosa estatura saluo que sõ muy
 guaranilla no tiene otras armas salvo las
 que al ponien el cabo en pa lillo agudo eno con vlas de aq̄llas que m
 eluzo embia para de otros bombres alguna vila pa bauer fabla

si numero: y despues q los veyn llegar fuyan a no aguar dar padre a hijo y esto no por que a ni
 guño se aya hecho mal antes a todo cabo adonde yo aya estado y podido haue fabla les he da
 do de todo lo que tenía así paño como otras cosas muchas si recebir por ello cosa alguna mas
 so así temerosos sin remedio: verdad es que despues que aseguran y pierden el miedo ellos son
 tanto si en gaño y tan liberales de lo q tienen que no lo crearian sino el q lo viese: ellos de cosa que
 tengan pidiendo gela a mas oize deno antes comidan la persona con ello y muestran tanto amor que
 danian los corazones y quierē sea cosa de ualor: quien sea de poco precio luego por qual quie
 ra cosa de qual quiera manra que sea q sele depozello sea contentos: yo defendi q no seles de
 sen cosas tan fincas como pedazos de escudillas rotas y pedazos de vino roto y cabos de agu
 getas: han que quando ellos esto podria llegar los parecian haue la mejor ioya del mundo. que
 se acerto haue y ni marinar por una aguja: de oro de peder de dos castellanos y medio: y otros
 de otras cosas q muy maticas valian mucho mas y a por: blacas nuevas danian por ellas todo
 quanto tenían han que fudē dos ni tres castellanos de oro o una araca o dos de algodō fila
 do fusta los pedazos de los arcos rotos de las pipas tornaban y danian lo q tenían como bestia
 as así que me pareció mal: yo lo defendi y oia y yo gracias mil cosas buenas q yo leuana por
 que tomen amor y allē a desto se farā cristianos que se ditan al amor e cenicio de sus altezas
 y de toda la naciō castellana: e procurā de niñar de nos dar de las cosas que tenē en abundā
 cia que nos sō necessarias y no conocian ninguna feta ni idolatria salvo que todos creen q las
 fuyas y elbi es en el cielo y creian muy firme que yo e los otros naues y gente venia del cielo y en tal
 catamienno me recebian en todo cabo despues de haue porido el mundo y esto no procede por q
 sean ignorantes salvo de muy scil ingenio y obres que nauegan todas aquellas mares que es
 marauilla la buena cuenta que ellos dan de todo salvo por quē a vicio gēte vestida ni se mian
 res namos plugo que lege alas ieias de la prieta isla q halle tome pforza algunos de los pa
 ra que de pderien y me diēse nona de lo que ama en aquellas partes casi fue que luego etendiro
 y nos aellos quando por lengua o señas: y estos ban aprometido mucho y enoia los traigo
 q siēpre estā de proposito q vengo del cielo por mucha cōversaciō q ayan banido cōmigo y estos
 eran los primeros aprometido adonde yo llegaba y los otros andaban comiendo de casa e
 casa: y las villas cercanas cō bozes altas venit: venit aue lagente del cielo así todos bōbres
 como mugers despues de haue el coraō seguro de nos venia q no cadana grande ni pqueciō
 y todos trayan algi de comer y debien quedaban cō en amor marauilloso ellos tenē todas
 las yslas muy muchas canoas a manera de fusiles de corno de las mayores dellas menores y al
 gomas y muchas sō mayores que bña fusta de diez cocho bācos: no sō tan auctas porque sō
 debun solo madero mas bina fusta no rema cō ellas al rema porque van quēno es cosa de cre
 er y cō estas nauegan todas aquellas islas q sō innumptables: y trāe sus mecaderias: algunas
 de estas canoas he visto cō lxx y lxxx obres en ella y cada vno cō su reyno en todas estas islas no
 vide mucha diuersidad de la fechora de la gente ni en las costumbres ni en la lengua: salvo que
 todos se entienden q escota muy singular para lo que e ppero q determinaran sus altezas para la
 cōuersaciō de los de nuestra santa fe ala qual sō muy dispuestos: y a dire como yobauia de dō
 e. vii leguas por la costa de la mar por la derecha liña de sidere de noue por la isla iuana segū el
 qual camino puedo ver que esta isla es maior que inglaterra y escota inntas por que allē de des
 tas e vii leguas me quedō de la parte de poniente dos promiās que no nōbe anda do: la una de
 las qles llaman anau: adonde nasc lagēte de cola las qles prouidas no pueden tener en lōgura
 menos de l. o lx leguas segun puede entender de los ieios que yo traigo los qles saben todo e
 las yslas esta otra española e idero tiene mas que la española toda desde colina por costa de
 mar hasta fūte rania en uiscaya pues en una quora anouie dixvi grandes leguas por rec
 ta de occident a oriente esto es para dēscar e v es para nua e ecar en la qual pue sto
 as fenga tome a posessiō por sus altezas y todas sean mas abastadas de lo que
 topan en el traygo por sus altezas que de la mar e de la gente

sey pardo rezir y todas las tengo por de sus altezas qual dellas pueden disponer como y tauco
 plicante como de los Reynos de castilla en esta española en ellugar mas concubible y nior
 comarca para las minas del oro y por todo trato ali dela tierra finne de aqua como de a quella
 de alla od gran om ad de baura grand stato e ganancia betomar o pofessio e e una villa gran
 de ala qual puen dñbre la villa denauicad: y en ella befedo fuerza y fortaleza que ya actia bo
 ras citas del to do acabada y beoerado en ella gente que abasta para semicante fecho co annas
 y artellanas e vinallas por mas de vn año y fusta y maestre de la mar en todas artes para fazer
 otras y grande amstad co d Rey de aquella tierra en tanto grado que se precava de me llamar y
 tener por hermano e bañ que le mudase la voluntad a hostender esta gente el nulos suios no sabe
 que sean armis y andan desnudos como yabe dicho so los mas temerosos que ay en el mudo
 alique solamente la gente que alla queda es para destruyr toda aquella tierra y es ysla supelgro
 de sus personas sabien do segur en todas estas islas me parece que todos los obres sean cote
 tos co vna muger i alu maional o Rey dan falta: y en te: las mugeres me parece que trabaxa
 mas que los obres ui bepouido en tender sitien bienes propios que me pafecio ver q a qlo
 que vno tenia a todos bazian parte en especial delas cosas congoenas en estas islas falta aqui
 no beballado obres mostridos como muchos peulanan mas antes eloda gente danuy ludo
 acatamiento ui so negros como e guinea saluo co sus zabellos corredios y no secrian ad de ay
 i peto denasiado de los rayos solares es verdad que se le tiene q li grand fuerca puesto que es di
 distina dela linea i qui nicial vire efes grades en estas islas q de ay mōtias grandes ay tenia
 a fuerca el fmo este yuerno: mas ellos lo sufran por la columbre que cola ayuda delas viandas
 comen co especias muchas y muy calientes en enasia: alique mostruos no beballado ninori
 cila saluo de vnaysla que es aqui en la segunda ala entrada delas yndias q es poblada de vna
 gente que tiene en todas las yslas por muy fezozes los qualles comē carne vnaia estos tiene
 muchas canaus colas quales corre todas las yslas de idia robā y to mū quanto puden ellos
 no so mas effozmes que los otros saluo q tiene en costumbre de traer los cabellos largos con
 omageres y usan arcos y flechas delas mismas armas decañas co vn palillo alcabo por de fte
 to de fizio q no tiene so fte: yes entre estos otros pueblos me so denasiado grado couardes
 mas yo no los tengo en nada mas que a los otros estos so aquellos q trata colas migeres
 de natiuonomo q es laprime a ysla partiendo de spaña para las idias q se falla en la qual no ay
 bōbreniguno: ellas no vñ exercio fememil saluo arcos y flechas como los sobre dichos de cañal
 y cannan y cobigan colauenes de arambre de que tiene mucho otra ysla me seguran mayor q la
 española en que las plomas no tiene ningū cabello. En esta ay oro si cuento y destas y de las o
 tras traigo conmigo idios para testunomo: e co dñsio afablar desto solamente quēda fecho este
 viaje que fue si de coura que puede ver sus altezas q yo les dare oro quanto omēre me nester con
 muy poquita aynda q sus altezas medarā agora i pecana y algo dō quanto sus altezas mādara
 cargar y alnashoa quaura mandaran cargar espela qual falta oy no seba fallado saluo en gre
 da en la ysla de no y el seño la uide como quiete y lignualoe quāto mandaran cargar y es
 clauos quāto mādaran cargar e seran de los y pelares y deo haner fallado ruy bano y cane
 la e otras mil cosas de sustancia fallare que haner fallado la gente que yo alla dero porque yo
 nomebe detenido nigū cabo en quāto dñcia me aia dado lugar de natiuegar solamente en la
 villa de nauicad en quanto dexe asegurado. Bien asfado. E ala verdad mucho mas fiatra
 si los narios me situieran como e raso de natiuegar. Esto es barto y terno oio si nestro seño
 el qual da a todos aquellos q andan buscanno victoria de cosas que parecen impossibles: y esta
 señalada mēte fue la vna por q bñ que destas tieras aya fallado. E de ftepto todo va por co
 lecura sin allegar de uista saluo cōprenciendo a tanto que los oytes los mas deuchauan e
 uizgauan mas por fabla que por poca cello asi que pnes nastro: Me dñtor oio esta vic
 toria A nnestros Illustsimos rey: e Reyna cas: rernos famosos de a alta cosa. A de de toda

La christiandad oeu e tomar alegria y fazer grandes fiestas y dar gracias solenes ala sancta trinidad cō muchas oraciones solenes por el tanto en raleamiento que haurán en tomando se tantos pueblos a nuestra sancta fe y despues por los bienes tēporales q̄ no solamēte ala espanya mas a todos los christianos teruan aqui refugio y ganancia esto segun se fecho a li embicue fecha en la caluera sobre las yslas de canana a xv de febrezo año Añil. ccccxxviii.

Faca lo que mandareys El Almirante

Anima que venia dentro en la Carta.

Despues desta escripto y estido en mar de Castilla salio tanto vieto cō migo. sul y fuese que me ba fecho descargar los nauios po con aqui en este puerto de lisbona oy que fue la mayor maravilla del mundo adō de acorde escriptur a sus altezas. entodas las yndias he siempre ballado e los tēporales co. no cu mayo adō de yo fuy en xxviii dias y volui en xxviii salio quētas tomenas me ade remao x. iii dias comendo por esta mar: oizen aqua todos los bōbres o la marqia mas ouo tan mal yuicio no ni tantas perdidas de naues feda ba quatorze dias de marzo:

ESTA Carta en bio Coloin A. de uiano Deració
De las Yslas Halladas en Las Yndias: A. de uiano
A. de uiano De Que Altezas

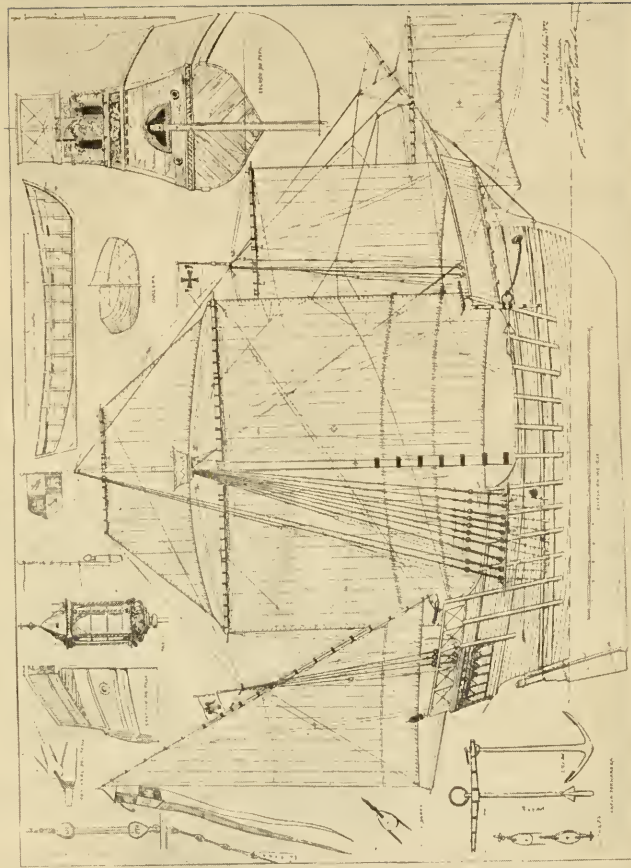
EXPLANATORY.

The series of illustrations on this page and the three pages immediately following, with one exception, are from the work "La Nao Santa Maria, capitana de Cristobal Colon en el Descubrimiento de las Indias Occidentales, reconstituida por iniciativa del Ministerio de Marina y Ley votada en Cortes en el Arsenal de la Carraca para solemnidad del Centenario Quarto del Suceso 1892." ("The Ship Santa Maria, admiral's ship of Christopher Columbus in the discovery of the West Indies, reconstructed at the initiative of the Ministry of Marine and Law voted in the Cortes, in the Navy yard of Cadiz, for the celebration of the Fourth Centenary of the Event, 1892.")

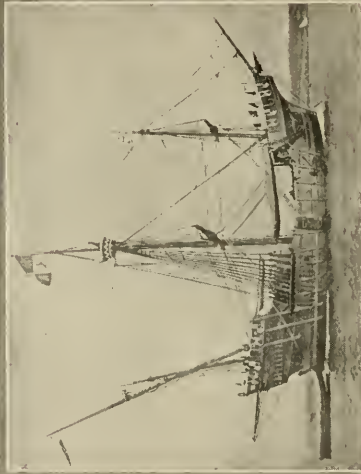
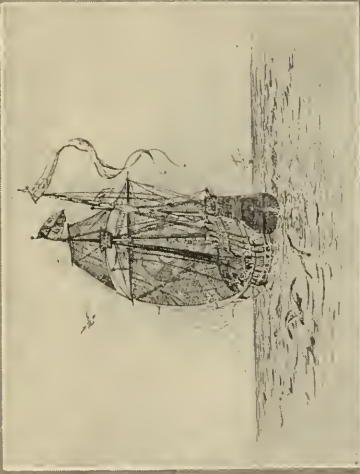
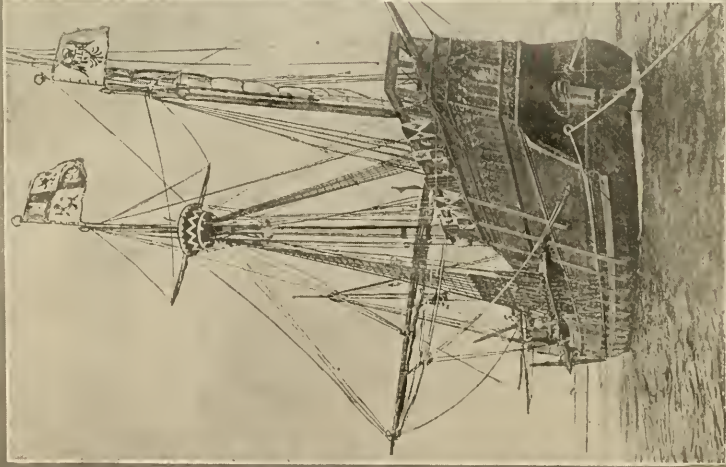
The work is in the Library of the Hispanic Society of America, New York City, where it was consulted. The illustrations are reproduced by courtesy of the Librarian, Dr. W. R. Martin.

NOTE.—"La Nao Santa Maria" is a book descriptive of the rebuilding of the boat as published by the Spanish Government.

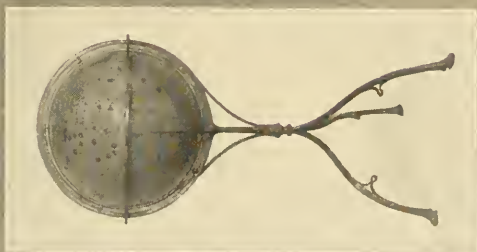
Plan of the Sails.



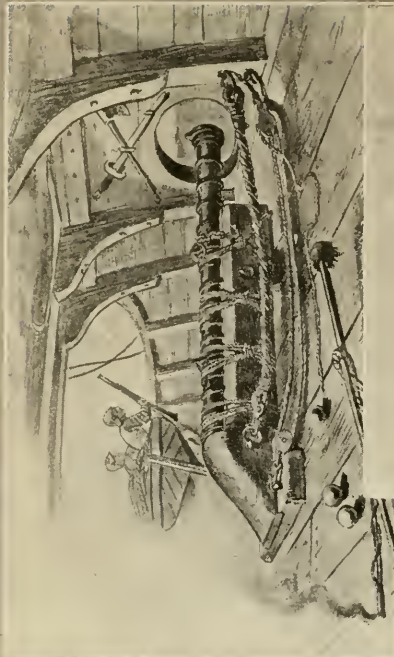
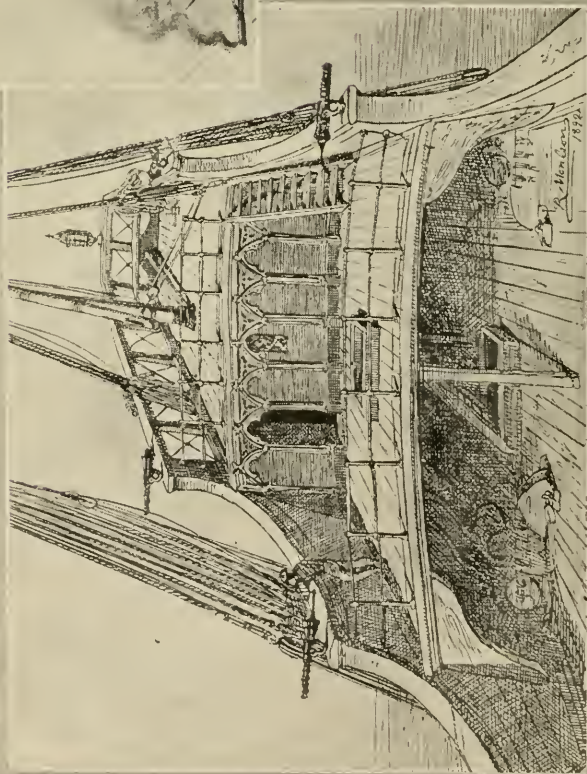
The Ship Santa Maria. Plan of the Sails. (Photographic reproduction of illustration in "La Nao Santa Maria.")



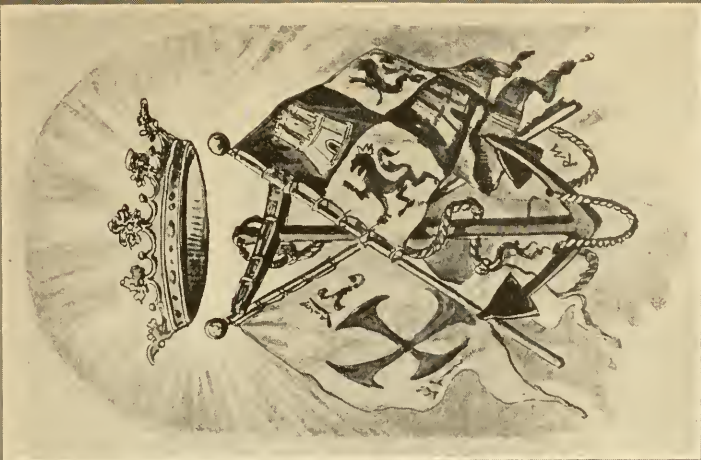
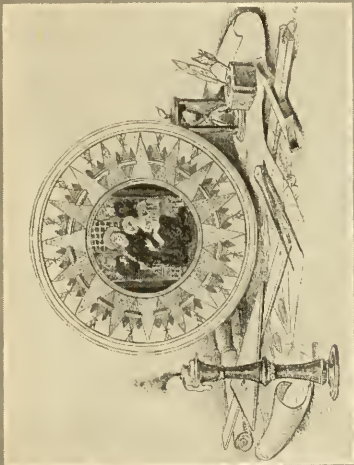
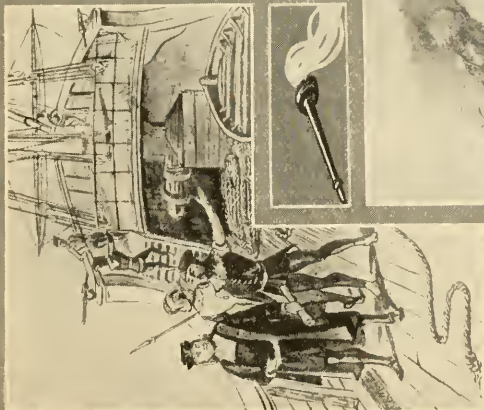
At the left: The Ship Santa Maria, from the port side. Top Center: Outward Bound. Bottom center: The Ship Santa Maria, cross view. (Photographic reproductions of illustrations in "La Nao Santa Maria.") At the right: The Santa Maria under full sail. (Photographic reproduction of drawing made from an old print.)



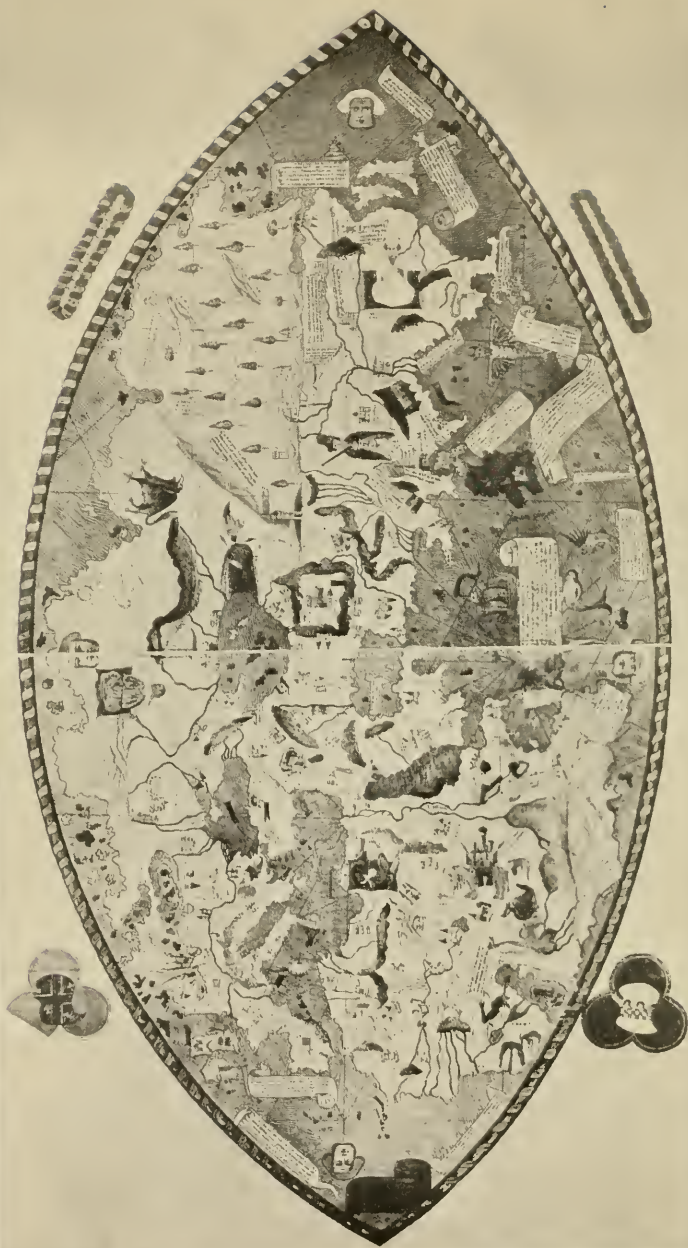
At the left, top: Hospital Scene, the Dying Sailor. At the right top: Prison Scene, Mutinous Sailors in Irons. Center: The Martin Behaim Globe. At the right and left, bottom: Two views of the Columbus Cabin Scene, a Conference. (Reproductions from photographs.)



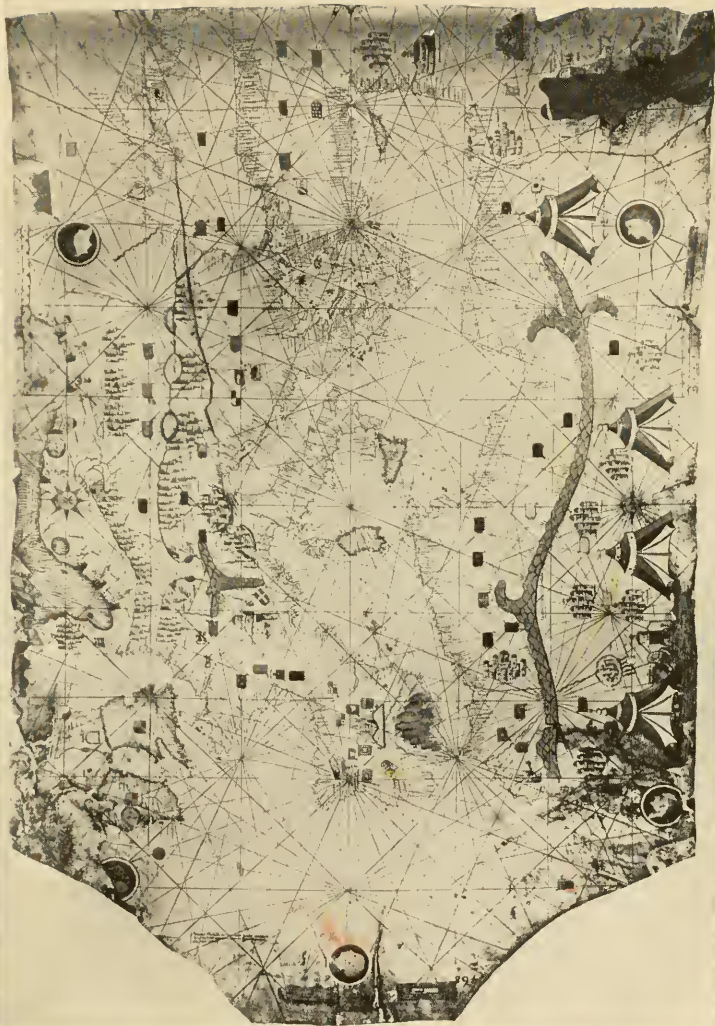
At the left: Main Deck and Poop Deck of the Ship Santa Maria. At the right, top: Armament of the Santa Maria, Lombardias; bottom: Loading and Firing the Falconet. (Photographic reproductions of illustrations in "La Nao Santa Maria.")



At the left, top: A Conference on the Main Deck; bottom: Cooking Apparatus same as used on the Santa Maria. Center, top: Compass and instruments as used by Columbus; bottom: Shipwreck suggesting that of the Santa Maria, in 1492. At the right: Anchor, Royal Pennant and Flag of Castile and Leon. (Photographic reproductions of illustrations in "La Nao Santa Maria.")



World Map, probably made in Genoa, 1457. (Photographic reproduction by courtesy of The Hispanic Society of America.)



Portolan Chart, by Petrus Roselli, 1468. (Photographic reproduction from the original, by courtesy of The Hispanic Society of America.)



World Map, by Juan de la Cosa, 1500. Original in the Naval Museum, Madrid, Spain.
E. L. Stevenson.

The Spanish Letter of Columbus

TO

LUIS DE SANT ANGEL

On pages thirteen, fourteen, fifteen and sixteen you will find photographic reproductions of the Spanish letter from Columbus to Santangel. On pages twenty-six, twenty-seven, twenty-eight, twenty-nine, thirty and thirty-one, are photo etchings of the literal translation of this remarkable letter.

The reproductions and etchings above noted are taken from a work, entitled: "The Spanish Letter of Columbus to Luis De Sant' Angel, Escribano de Racion of the Kingdom of Aragon, dated 15 February, 1493. Reprinted in facsimile, translated, and edited from the Unique Copy of the original edition (printed at Barcelona early in April, 1493), now in the possession of Bernard Quaritch, London."

We are permitted to reproduce the Spanish print of the letter and translation, through the special favor of His Excellency, Senor Don Juan Riano, the Spanish Ambassador, at Washington, who very graciously loaned the work for that purpose. This work is a rare book in itself, a very limited edition being printed in 1891.

The Spanish printer brought out the letter in four pages, two folio leaves, and it is said by the learned ones who have translated the printed letter, that the printer was not a careful proof reader. It bears unmistakable evidence, we are told, of having been printed in the Catalonian part of Aragon, presumably in Barcelona in April, 1493. When discovered, this folio print of the letter had four leaves of contemporary paper pasted together and stitched to the printed letter, forming a sort of cover. From writings found therein, it is evident that the printed letter and fly leaves were companions for over 400 years, and were taken from Spain by some one connected with Toledo, who joined the suite of the Princess Juana, when she quitted Spain in 1496.

As the title page of the work states, it is truly a unique copy of the original that we are privileged to present to you. We are told that it is the only known copy in existence in the world today. The translation as given, is the result of very earnest study, and represents a vast amount of careful work, as the many foot notes indicate. The letter is intensely interesting, every line of it.

Recalling your Columbus history you will understand why the Admiral addressed so comprehensive a letter to Luis de Santangel. He was one of the friends who had worked zealously for Columbus and his "great enterprise," and who furnished funds to the Queen so that the project could be undertaken.

LITERAL TRANSLATION OF THE FIRST EDITION OF COLUMBUS'
SPANISH LETTER TO LUIS DE SANT' ANGEL.

SIR,

As I know that you will have pleasure of the great victory which our Lord hath given me in my voyage, I write you this, by which you shall know that, in *twenty*¹ days I passed over to the Indies with the fleet which the most illustrious King and Queen, our Lords, gave me: where I found very many islands peopled with inhabitants beyond number. And, of them all, I have taken possession for their Highnesses, with proclamation and the royal standard displayed; and I was not gainsaid. On the first which I found, I put the name Sant Salvador, in commemoration of His high Majesty, who marvellously hath given² all this: the Indians call it Guanaham.³ The second I named the Island of Santa Maria de Concepcion, the third Ferrandina, the fourth *Fair Island*,⁴ the fifth La Isla Juana; and so for each one a new name. When I reached Juana, I followed its coast westwardly, and found it so large that I thought it might be the mainland province of Cathay. And as I did not thus find any towns and villages on the sea-coast, save small hamlets with the people whereof I could not get speech, because they all fled away forthwith, I went on further in the same direction, thinking I should not miss of great cities or towns. And at the end of many leagues seeing that there was no change, and that the coast was bearing me northwards, whereunto my desire was contrary since the winter was already confronting us,⁵ I formed the purpose of making from thence to the South, and as the wind also blew against me, I determined not to wait for other weather and turned back as far as a port agreed upon; from which I sent two men into the country to learn if there were a king, or any great cities. They travelled for three days, and found interminable small villages and a numberless population, but nought of ruling authority; wherefore they returned. I understood sufficiently from other Indians whom I had already taken, that this land, in its continuousness, was an island; and so I followed its coast eastwardly for a hundred and seven leagues as far as where it terminated; from which headland I saw another island to the east, ten or eight leagues distant from this, to which I at once gave the name La Española. And I proceeded thither, and followed the northern coast, as with La Juana, eastwardly for a hundred and *seventy*⁷-eight great leagues in a direct easterly course, as with La Juana. The which, and all the others, are most strong⁸ to an excessive degree, and this extremely so. In it, there are many havens on the sea-coast, incomparable with any others that I know in Christendom, and plenty of rivers so good and great that it is a marvel. The lands thereof are high, and in it are very many ranges of hills, and most

¹ *veinte*, typographical blunder for *xxxiii*. It is corrected in the quarto.

² *Andado* in text, blunder for *ha dado*.

³ *Guanaham*, blunder for *Guanhami*.

⁴ *Isla bella*, blunder for *Isabela*.

⁵ *Encarnado* in original for *encarado* or *encarando*.

⁶ Ten or eight (*diez o ocho*) ought to be eighteen (*diez e ocho*).

⁷ Should be "eighty."

⁸ *Fortissimos*, should be *fertilissimos*: most fertile.

lofty mountains incomparably beyond the Island of Centrefrei;¹ all most beautiful in a thousand shapes, and all accessible, and full of trees of a thousand kinds, so lofty that they seem to reach the sky. And I am assured that they never lose their foliage; as may be imagined, since I saw them as green and as beautiful as they are in Spain during May. And some of them were in flower, some in fruit, some in another stage according to their kind. And the nightingale was singing, and other birds of a thousand sorts, in the month of November, round about the way that I was going. There are palm-trees of six or eight species, wondrous to see for their beautiful variety; but so are the other trees, and fruits, and plants therein. There are wonderful pine-groves, and very large plains of verdure, and there is honey, and many kinds of birds, and many various fruits. In the earth there are many mines of metals; and there is a population of incalculable number. Spanola is a marvel; the mountains and hills, and plains, and fields, and land, so beautiful and rich for planting and sowing, for breeding cattle of all sorts, for building of towns and villages. There could be no believing, without seeing, such harbours as are here, as well as the many and great rivers, and excellent waters, most of which contain gold. In the trees and fruits and plants, there are great differences from those of Juana. In this,² there are many spiceries, and great mines of gold and other metals. The people of this island, and of all the others that I have found and seen, or not seen,³ all go naked, men and women, just as their mothers bring them forth; although some women cover a single place with the leaf of a plant, or a cotton something which they make for that purpose. They have no iron or steel, nor any weapons; nor are they fit thereunto; not because they be not a well-formed people and of fair stature, but that they are most wondrously timorous.⁴ They have no other weapons than the stems of reeds in their seeding state, on the end of which they fix little sharpened stakes. Even these, they dare not use; for many times has it happened that I sent two or three men ashore to some village to parley, and countless numbers of them sallied forth, but as soon as they saw those approach, they fled away in such wise that even a father would not wait for his son. And this was not because any hurt had ever done to any of them:—on the contrary, at every headland where I have gone and been able to hold speech with them, I gave them of everything which I had, as well cloth as many other things, without accepting aught therefor;—but such they are, incurably timid. It is true that since they have become more assured, and are losing that terror, they are artless and generous with what they have, to such a degree as no one would believe but him who had seen it. Of anything they have, if it be asked for,⁵ they never say no, but do rather invite the person to accept it, and show as much lovingness as though they would give their hearts. And whether it be a thing of value, or one of little worth, they are straightways content with whatsoever trifle of whatsoever kind may be given them in return for it. I forbade that anything so worthless as fragments of broken platters, and pieces of broken glass, and strap-buckles.

¹ Ought to be Tenerife.² i.e. Hispaniola.³ y havidó ni aya havidó noticia.⁴ A few lines are a little defective, and portions of words lost.⁵ pidiendogela, for pidiendosela.

should be given them; although when they were able to get such things, they seemed to think they had the best jewel in the world, for it was the hap of a sailor to get, in exchange for a strap, gold to the weight of two and a half castellanos, and others much more for other things of far less value; while for new blancas¹ they gave everything they had, even though it were [the worth of] two or three gold castellanos, or one or two arrobas² of spun cotton. They took even pieces of broken barrel-hoops, and gave whatever they had, like senseless brutes; insomuch that it seemed to me ill. I forbade it, and I gave gratuitously a thousand useful things that I carried, in order that they may conceive affection, and furthermore may be made³ Christians; for they are inclined to the love and service of their Highnesses and of all the Castilian nation, and they strive to combine in giving us things which they have in abundance, and of which we are in need.⁴ And they knew no sect, nor idolatry; save that they all believe that power and goodness are in the sky, and they believed very firmly that I, with these ships and crew, came from the sky; and in such opinion, they received me at every place where I landed, after they had lost their terror. And this comes not because they are ignorant: on the contrary, they are men of very subtle wit, who navigate all those seas, and who give a marvellously good account of everything—but because they never saw men wearing clothes nor the like of our ships. And as soon as I arrived in the Indies, in the first island that I found, I took some of them by force, to the intent that they should learn [our speech] and give me information of what there was in those parts. And so it was, that very soon they understood [us] and we them, what by speech or what by signs; and those [Indians] have been of much service. To this day I carry them [with me] who are still of the opinion that I come from heaven, [as appears] from much conversation which they have had with me. And they were the first to proclaim it wherever I arrived; and the others went running from house to house and to the neighbouring villages, with loud cries of "Come! come to see the people from heaven!" Then, as soon as their minds were reassured about us, every one came, men as well as women, so that there remained none behind, big or little; and they all brought something to eat and drink, which they gave with wondrous lovingness. They have in⁵ all the islands very many canoes, after the manner of rowing-galleys, some larger, some smaller; and a good many are larger than a galley of eighteen benches. They are not so wide, because they are made of a single log of timber, but a galley could not keep up with them in rowing, for their motion is a thing beyond belief. And with these, they navigate through all those islands which are numberless, and ply their traffic. I have seen some of those canoes with seventy, and eighty, men in them, each one with his oar. In all those islands, I saw not much diversity in the looks of the people, nor in their manners and language; but they all understand each other, which is a thing of singular

¹ Copper-coins.

² An arroba = 25 lbs.

³ *se taran*, *lor se fagan*, or *se fagan*.

This sentence continues to be subjunctive after the word "Christians," in the Sanchez-letter of Varnhagen, and the word *aiuntar*, here translated "combine" is there *ayudar* = to aid.

⁴ *cadavan*, *lor quedaban*.

⁵ *en* omitted.

towardness for what I hope their Highnesses will determine, as to making them conversant with our holy faith, unto which they are well disposed. I have already told how I had gone a hundred and seven leagues, in a straight line from West to East, along the sea-coast of the Island of Juana; according to which itinerary, I can declare that that island is larger than England and Scotland combined; as, over and above those hundred and seven leagues, there remains for me, on the western side, two provinces whereto I did not go—one of which they call Avan, where the people are born with tails—which provinces cannot be less in length than fifty or sixty leagues, according to what may be understood from the Indians with me, who know all the islands. This other, Española, has a greater circumference than the whole of Spain from Colibre in Catalunya,¹ by the sea-coast, as far as Fuente Ravia in Biscay; since, along one of its four sides, I went for a hundred and eighty-eight great leagues in a straight line from West to East. This is [a land] to be desired,—and once seen,² never to be relinquished—in which (—although, indeed, I have taken possession of them all³ for their Highnesses, and all are more richly endowed than I have skill and power to say, and I hold them all in the name of their Highnesses who can dispose thereof as much and as completely as of the kingdoms of Castile—) in this Española, in the place most suitable and best for its proximity to the gold mines, and for traffic with the continent, as well on this side as on the further side of the Great Can, where there will be great commerce and profit,—I took possession of a large town which I named the city of Navidad.⁴ And I have made fortification there, and a fort (which by this time will have been completely finished) and I have left therein men enough for such a purpose, with arms and artillery, and provisions for more than a year, and a boat, and a [man who is] master of all sea-craft for making others; and great friendship with the King of that land, to such a degree that he prided himself on calling and holding me as his brother. And even though his mind might change towards attacking those men, neither he nor his people know what arms are, and go naked. As I have already said, they are the most timorous creatures there are in the world, so that the men who remain there are alone sufficient to destroy all that land, and the island is without personal danger for them if they know how to behave themselves. It seems to me that in all those islands, the men are all content with a single wife; and to their chief or king they give as many as twenty. The women, it appears to me, do more work than the men. Nor have I been able to learn whether they held personal property, for it seemed to me that whatever one had, they all took share of, especially of eatable things. Down to the present, I have not found in those islands any monstrous men, as many expected, but on the contrary all the people are very comely; nor are

¹ The eleven letters in italics are omitted from the text.

² The word *vista* deficient in consequence of a hole in the paper.

³ A few letters deficient in consequence of the paper being torn. It is curious that the words from "have skill. down to "as com[pletely]" are printed twice. In the first instance, the line which comprises them is extra-regular at the bottom of page 2, and is so blurred and broken that its duplicate presentation (with a slight variant) at the top of page 3, seems to be a deliberate repetition.

Navidad is the same as *Natividad*: he reached the spot on Christmas-day, 1492

they black like those in Guinea, but have flowing hair ; and they are not begotten where there is an excessive violence of the rays of the sun. It is true that the sun is there very strong, notwithstanding that it is twenty-six degrees¹ distant from the equinoctial line. In those islands, where there are lofty mountains, the cold was very keen there, this winter ; but they endure it by being accustomed thereto, and by the help of the meats which they eat with many and inordinately hot spices. Thus I have not found, nor had any information of monsters, except of an island which is here² the second in the approach to the Indies, which is inhabited by a people whom, in all the islands, they regard as very ferocious, who eat human flesh. These have many canoes with which they run through all the islands of India, and plunder and take as much as they can. They are no more ill-shapen than the others, but have the custom of wearing their hair long, like women ; and they use bows and arrows of the same reed-stems, with a point of wood at the top, for lack of iron which they have not. Amongst those other tribes who are excessively cowardly, these are ferocious ; but I hold them as nothing more than the others. These are they who have to do with the women of Matrimonio³—which is the first island that is encountered in the passage from Spain to the Indies—in which there are no men. Those women practise no female usages, but have bows and arrows of reed such as above mentioned ; and they arm and cover themselves with plates of copper of which they have much. In another island, which they assure me is larger than Española, the people have no hair. In this, there is incalculable gold ; and concerning these and the rest I bring Indians with me as witnesses. And in conclusion, to speak only of what has been done in this voyage, which has been so hastily performed, their Highnesses may see that I shall give them as much gold as they may need, with very little aid which their Highnesses will give me ; spices and cotton at once, as much as their Highnesses will order to be shipped, and as much as they shall order to be shipped of mastic,—which till now has never been found except in Greece, in the island of Xio⁴, and the Seignory⁵ sells it for what it likes ; and aloe-wood as much as they shall order to be shipped ; and slaves as many as they shall order to be shipped,—and these shall be from idolators. And I believe that I have discovered rhubarb and cinnamon, and I shall find that the men whom I am leaving there will have discovered a thousand other things of value ; as I made no delay at any point, so long as the wind gave me an opportunity of sailing, except only in the town of Navidad till I had left things safely arranged and well established. And in truth I should have done much more if the ships had served me as well as might reasonably have been expected. This is enough ; and [thanks to] eternal God our Lord who gives to all those who walk His way, victory over things which seem impossible ; and this was signally one such, for although men have talked⁶ or written

¹ Instead of *grados* = degrees, the text has (by a typographical error) *grâdes*.

² The word *en* = in precedes "the second" in the text.

³ So in the text ; it should be Matunino.

⁴ Chios, or Scio.

⁵ Of Genoa.

⁶ By a typographical blunder, *fallado* is found in the text, instead of *fablado*.

of those lands, it was all by conjecture, without confirmation from eyesight, importing just so much that the hearers for the most part listened and judged that there was more fable in it than anything actual, however trifling. Since thus our Redeemer has given to our most illustrious King and Queen, and to their famous kingdoms, this victory in so high a matter, Christendom should take gladness therein and make great festivals, and give solemn thanks to the Holy Trinity for the great exaltation they shall have by the conversion of so many peoples to our holy faith; and next for the temporal benefit which will bring hither refreshment and profit, not only to Spain, but to all Christians. This briefly, in accordance with the facts. Dated, on the caravel off the Canary Islands, the 15 February of the year 1493.

At your command,

THE ADMIRAL

POSTSCRIPT WHICH CAME WITHIN THE LETTER

After having written this [letter], and being in the sea of Castile, there rose upon me so much wind, South and South-West, that it has caused me to lighten the vessels, however, I ran hither to-day into this port of Lisbon, which was the greatest wonder in the world, where I decided to write to their Highnesses. I have always found the seasons like May in all the Indies, whither I passed in thirty-three days, and returned in twenty-eight, but that these storms have delayed me twenty-three days running about this sea. All the seamen say here that there never has been so bad a winter, nor so many shipwrecks.

Dated the 14th of March

Columbus sent this letter to the *Escrivano de Racion*. Of the islands found in the Indies. Received with another for their Highnesses.

(See Page 25 for Explanation)

CHRISTOPHER COLUMBUS and HIS ENTERPRISE

Edward Luther Stevenson, Ph. D.

In the early morning of August 3d, 1492, three small vessels weighed anchor and spread sail in the port of Palos for a voyage across uncharted waters. In the morning of October 12th, sail was furled and anchor cast in the harbor of a New World. No discovery, in the history of geographical exploration, is comparable in its importance to this which the genius of Christopher Columbus inspired.

Whatever the truth respecting the real life and character of this great Genoese navigator, which his numerous biographers, with conflicting opinions, have attempted to relate; whatever the truth respecting the plans and purposes which we may call his "grand enterprise," there is to be found in his life story that which can never fail to interest.

Of the early life of Columbus we have but little information that is reliable. That he was born in the year 1451 in a quarter of the city of Genoa outside the city wall is measurably certain, but the old home long since gave place for improvement, and its exact location is forgotten. The house in which he passed his childhood days is now pointed out to the visitor in the Vico Dritto di Ponticello. Despite the allusions of his early biographers to distinguished family connections, a lowly origin was his, for his father was a wool-weaver to whom riches and worldly honors were unknown.

His education to his fourteenth year must have been such as was furnished by the schools which the weavers had established, supplemented by the lessons learned in his daily touch with life in a busy city. We can not be far wrong in finding that a love for life at sea was quickened in him by frequent visits to the wharfs where vessels came from distant shores laden with the wares in which Genoa trafficked to her great material profit.

The story of his student days at the university of Pavia may now be dismissed as untrustworthy, for it is scarcely to be credited that at the age of ten or twelve he would find profit in listening to lectures dealing with the problems of philosophy, theology, or cosmography. He tells us in a letter written late in life that he went to sea when but fourteen years of age, a statement which may be accepted as a reference to a coasting trip. Though he eludes us in our attempt to trace his career to the age of twenty-five, there is little doubt that he passed the time on land and sea much as opportunity and inclination directed.

Maritime cities of Italy, such as Genoa and Venice, had long been the centers of European traffic with the Orient, and were in sympathy with every enterprise which looked toward the expansion of trade interests. Wares that entered their ports were carried in their own vessels to be distributed in the ports of Spain, of Portugal, of France, of England. Italian seamen of this day, and there were none more expert and more daring, found ready employment in the service of the western European states, particularly in Portugal and in Spain, where an interest in maritime enterprise bid fair to rival that of the Italian cities in their most prosperous days. We

may conjecture that it was the lure of Portugal or of Spain that induced young Christopher Columbus to try his fortune in one or the other of these countries; at any rate, in 1476 he is on board a Genoese vessel which formed one of a convoy sailing for Lisbon. Off Cape St. Vincent, it is related, this convoy was attacked by the French corsair Colombo, not a distinguished French admiral nor a relative of our Christopher, and that but two of the Genoese vessels reached Lisbon, one of which carried Columbus.

An early biographer informs us that his brother Bartholomew had already established himself in Lisbon, earning his living by making charts and selling books, and the inference is that Christopher gave what aid he could to the business. No record of that day, however, tells us of his life in this new environment. It assuredly was not that of the old home in Genoa. Seafaring men may well have been his companions, but his outlook was changed. Hitherto his vision had been bounded by the horizon of the sea; there was no known limit to the expanse of ocean which now stretched before him. How much of added interest would there be in his plans and activities did we have reliable data concerning them! Let us not forget as we proceed with the story of his life that with but few exceptions this is based upon records made subsequent to his great discovery of 1492, and there is much in these early records which suggests their authors were too ready to interpret his past in the light of the distinction which had come to him, and that they made great effort to have that past fall in with a present so wonderful because of what had been achieved.

In his wanderings at sea while yet considering Portugal his new home, it is hardly probable that he sailed as far north as Iceland, which some of his biographers assert. To such an event no reference is made by himself in his journal, or in his frank statement to his sovereigns that he was fully competent to pass upon the unusual excellence of the harbors in the new islands for he had explored "the coasts from Guinea on the south to England on the north." It would have been in keeping with his disposition then to have referred to such an expedition to the farther North, for he was ever ready to talk of his adventures.

The story of his courtship and of his marriage to Philippa Muniz Perestrello, which took place shortly after his arrival in Portugal, has in it something of an Iberian romance. Let us, however, not suppose it was through any want of love that Columbus nowhere refers to her in his letters, and only in his will, in which he expressed a desire that masses should be said for the repose of her soul. This marriage brought Columbus into a family of some distinction, for the father of Philippa had been governor of the Island of Porto Santo, which island Prince Henry the Navigator undertook to colonize in 1425, and furthermore her cousin was then Lisbon's archbishop. He went to live in Porto Santo, perhaps in the year 1479, an island to which no great importance attached save that it was a western outpost in the Atlantic, and ships bound for the Madeiras and the coast of Africa made it a place of call. Whether we accept or reject the account of his expedition to the Guinea coast, while Porto Santo was his home, his three or four years passed in the Madeiras must have given opportunity to add to his experiences as a seaman, and to his skill as a navigator. He must have listened in those days to many a marvelous story of adventure at sea; must have heard of the successful commercial enterprises of the Portuguese as they went feeling their way down the coast of Africa, and the tales of islands said to have been visited, or seen, yet farther to the west than were those of the Madeira or the Azore group. The stories of Antilia, of the Islands of the Seven Cities, of St. Brandan's island, of Brazil, could not have

failed to claim his interest, for here were lively tales of western lands, most of which stories, let it be noted, came floating out of the middle ages or of an earlier day. Whether true or false, they could not have failed to quicken the enthusiasm of every sailor eager for maritime adventure, building in him the hope that success might crown an effort to find again those islands which seemed to move about over sailors' charts of the day like phantoms of the sea. It is very certain that a belief in the truth of the existence of far western islands increased with the telling of the tales concerning them.

He who reads himself into the life and spirit of Columbus' day can not fail of the conviction that no one incident set him to the laying of his plans which were to develop into so successful an issue. But of the many accounts of adventurous voyage southward and westward which must have influenced him, none, in the opinion of those who have searched the records most critically, holds a place of greater interest than the story of the shipwrecked sailor who found hospitable shelter in his home while he was yet in the Madeiras. There is nothing in the story which can be called improbable, and quite the contrary, there is much that entitles it to full credence in its essential features. This sailor, a pilot of Huelva, so runs the record, making from a Spanish port to England or to Flanders, was driven westward by a steady gale from the east, until at length he came to islands lying beyond those which had been charted. After hasty observation, in which he took his bearings, he set out on his homeward voyage, under favorable wind, which had now changed to the west. At length the pilot and a few remaining members of his crew, exhausted by wind and wave, anchored in a Madeira harbor, and soon fell in with Columbus. These storm tossed sailors did not long survive their experience at sea, and last of all the pilot died at Columbus' home, not, however, until he had revealed to his benefactor the story of his voyage and discovery, and had placed in his hands a chart on which had been laid down the islands he had visited.

Shortly after Columbus reached Portugal again, perhaps in 1483, we find evidence that his "grand enterprise" was taking shape in his mind. He had returned, we are safe in asserting, with the conviction that beyond the Azores, then marking the limit of the habitable world as generally believed, were islands or mainlands, and that great honor would be his who could show the way thither. No scientific theory lay at the bottom of his enterprise, no long years of study—of this, most searching modern criticism makes us certain. It is doubtful that Columbus before his eventful voyage, had other than a superficial knowledge of writers ancient or medieval who treated of the problems of cosmography, by which name geography was then generally known. It is doubtful that the great Italian Toscanelli ever gave suggestion to the King of Portugal that there was a shorter and a better way to the Indies than the one by the south. It is doubtful that this same Italian savant ever entered into correspondence with Columbus or sent to him a chart to demonstrate how easy it would be to find the way to India by the west. It is doubtful that in 1474, when Toscanelli is reported to have made his first suggestion to King John's friend Canon Martin, the Portugese had any other India in mind as a goal of their endeavors than the India of Africa or Abyssinia, the land of Prester John. Of this correspondence nothing appears to have been known until after the new world had been found.

Columbus may have had inspired in him new confidence that long voyages at sea were possible through Martin Behaim's improved astrolabe which this distinguished Nurnberger brought from Germany to Portugal.

By means of this a navigator, better than before, could ascertain his latitude at sea while longitude had yet to be determined largely by dead reckoning. It was this same Martin Behaim who, in Nurnberg, in the very year in which Columbus sailed, made his remarkable terrestrial globe, the oldest one extant, which, in exact copy, may here be seen in the cabin of the Santa Maria. It does not seem improbable that these two distinguished men talked over, while in Lisbon, the problems of Atlantic exploration.

The question of equipment for a voyage of discovery, such voyage as Columbus had in mind to make, called for larger outlay than was at his command. We may believe that it was through his indomitable courage, his enthusiasm, and the constancy of his convictions, through the attractive boldness of his plans, and the determination to make them ultimately carry, that he at length found it possible to lay these plans before King John and his commisison of three wise and learned men of Portugal. There is one account of this royal interview which tells us that His Majesty King John listened with much interest to the proposals of Columbus, and was inclined to look with favor on his request for ships to undertake the voyage of discovery, but he did not think it fitting that such honors and rewards should be granted as were set down in the demands. Another story of this interview relates that it was there decided to present the plans to a commission specially selected, and that this commission held the scheme to be but idle talk, and too fantastic for serious consideration. Discouraged by his failure to find in Portugal a patron, and perhaps by reason of the death of his wife Philippa, he left for Spain in 1485: secretly say some of his biographers who think it was because of a political intrigue with the Breganza party that he found this step necessary in order to escape the vigilance of government officials.

Those who have been most eager to believe Columbus had a well laid plan, have traced him at this time to Genoa with his propositions for financial aid, and have traced him thence to Venice. These theories now may be dismissed as unsupported. From Lisbon we can trace him to the Spanish port of Palos, thence, with some degree of certainty, toward Huelva where there lived a sister of his wife Philippa, but we find him, with his young son Diego, halting on the way at the Convent of Santa Maria de la Rabida. In the somewhat picturesque and pathetic story of a worn and weary traveler given shelter by Franciscan friars, there are those who find the opening scene of his career in Spain. The Prior of his Convent, Juan Perez de Marchena, gave him welcome, for he seems to have been attracted by what Columbus had to tell of maritime adventure and by his plan to make a voyage of discovery to the west, and this Prior must have had some knowledge of geography, from his vicinity to Palos, and may have known the story of the Huelva pilot, and of other explorations to the south and west.

We may fancy Columbus at the Convent talking of his enterprise to interested and sympathetic listeners, talking over plans with them for an audience with the King and Queen of Spain. One of the first of Spanish noblemen to be attracted to this persistent Genoese was the duke of Medina-Coli, who, at intervals, for a period of two years, entertained Columbus at his castle near Cadiz. It was this nobleman who commends him to the Queen. After a long season of suspense, he was commanded to present himself at Court that he might explain his novel proposition. With this much encouragement he set out for Cordova, bearing his letter from the Duke, which contained in addition to its word of commendation, the request that should the proposal for an expedition meet with favor, he himself might have a share in it. But a critical moment had now come in the wars against

the Moors. The city of Cordova was astir, on his arrival, with military preparations, and months must intervene before the King or Queen could grant him audience. He, however, was now favored by good fortune, for he found in Alonzo de Quintanilla, treasurer of Castile, a host who entertained him for some weeks, and became much interested in the plan of making to the west a voyage of discovery, and it was this same Quintanilla who brought Columbus into touch with other men of influence at the Spanish Court—Gonzales de Mendoza, Archbishop of Toledo and Grand Cardinal of Spain, Antonio Geraldini, the Papal Nuncio, and his brother Alexander, tutor of the Royal children. Surely there was reasonable hope that he would have a favorable hearing when royal audience was granted him.

Sometime within the following months Columbus' new and influential friends perfected arrangements for him to lay his plans in person before the King and Queen. No detailed record of the audience now is known, but it appears that what he had to say awakened in the King no little interest, and he asked for its consideration by a commission. At Salamanca, in the winter of 1486, this commission met for conference. Much that has been said of the "Salamanca Junta" may be dismissed as fiction. There is no substantial ground on which to base a charge that learned university professors and teachers of theology were present to dispute Columbus' propositions, bolstering their arguments with reference to theories long since outworn. At best this could not have been more than an informal conference, and in no wise did it involve the dignity and prestige of Salamanca's ancient university. If opinions adverse to Columbus' plans were here expressed, so were there opinions that were favorable, and it is doubtless true that at the end his friends as well as his opponents were wiser than they were before the conference, while no conclusions that were definite were reached.

In the early spring of 1487 the Court was again at Cordova, and Columbus followed, once more hopeful that he might have a favorable hearing. We are told the Queen now gave to him assurance that he had not been forgotten, and in support of this, attached him to her Court, which act entitled him to an occasional though small remuneration.

How, in the months which followed, he persists in search of royal aid, of aid from almost any source, how he then made it known, if this may be believed, he would return to Portugal and lay his plans again before its King if Spain did not accept them, how he proposed to go to France, to England, how he returned to Huelva and the Convent of La Rabida, can not here be given in detail. Persistence and the favor of events secured to him again an audience with the King and Queen, and the success of Christian arms against the Moors in the early months of 1492 gave just that turn which brought to him a final triumph for his enterprise. Whatever the demands he made, when first he told his plans to Portugal's King John, there is no ground for a belief that he at any time gave his consent to make these less. With a conviction strengthened as the months and years went by, with a conviction which appeared to rest upon a knowledge that was certain, such as had been confided to him by the pilot, he stands out to the end for his rewards in case of his success. The victory at Granada brought in its turn a change in attitude toward his propositions. At last the Queen gave her consent, and such support as then seemed needful for equipment.

In April 1492, a formal document was drawn and signed at Santa Fe by both the King and Queen, in which the object of his voyage is set down with careful mention of rewards and honors, in event his plans should prove to be successful. Nowhere in this capitulation is there reference to the

finding of a water route to India. Nowhere is India mentioned. It may be said no record antedating 1492 is known which tells us that the goal of his endeavor was to reach the Indies of the East. We may rest assured that he set out to do what many another sailor thought to do, to make discovery of lands beyond the western boundary of the then known world. It was a day of many just such undertakings. The times encouraged them. In ships construction, in the character of charts, of compasses and astrolabes which seamen used there was in the years which closed the fifteenth century most wonderful advance. It was pre-eminently the want of adequate equipment for great sea voyages rather than the so-called terrors of the deep which long stood as a hindrance to successful expeditions such as the bold and hardy seamen of that day may well have planned or may have had desire to make. The knowledge of good seamanship was then rapidly expanding. But we may add that there were among these sailors none who seemed to be so daring, none so certain of success, none seemed to have a goal so definite, nor thought so much of wealth and honors which might be acquired, as did Columbus.

The agreement entered into with the King and Queen relates in brief that Christopher Columbus should be Admiral in all such islands and such mainlands as he should discover in the ocean sea, that he should be the Viceroy and the Governor in all these islands and these mainlands, that one-tenth of all the profit should be his, arising from the sale of merchandise obtained within the jurisdiction of his admiralty, that he or his lieutenant should judge all cases of dispute which might arise through trade or traffic in the islands and the mainlands, and that in future he should have one-eighth of all trade profit should he bear a like proportion of expense in fitting vessels to engage in this new enterprise. Thus strengthened in his purpose, since his project had the royal sanction and support, he proceeded with his preparation for departure. As has been noted, he was now a noble and a high official in an ancient monarchy, entrusted with a unique mission, yet all depended on his chances of success whether these honors should fade away in the mist of the Sea of Darkness, leaving a mere shadow of a name such as had been left to others who before had ventured south and west in search of unknown lands. The 12th day of May he went direct to Palos, and began the fitting of his fleet. If obstacles beset him in this task, and we are told that they were many, they could be called but slight compared with those which he had overcome. In any story of the final preparations, men such as Luis Santangel and Gabriel Sanches, men such as were the Pinzon brothers, should never be forgotten for the aid they gave.

Three ships at last were ready for the voyage. The one with large and covered deck, which we may call a carack, and which bore a name in honor of the convent of La Rabida, was selected as the flagship. The other two, then known as caravels, were of smaller size, and decked at their extremities. Juan de la Cosa served as commander of the first, whose chart of 1500, now the oldest known on which the New World is laid down, is here displayed in good facsimile, though much reduced, among the objects in the cabin. Vincente and Alonso Pinzon had been chosen to command the caravels, the Pinta and the Nina. "With strong sea breeze, at eight o'clock on Friday morning, August 3rd," Columbus tells us in his journal, "they started towards the south, which was the way to the Canaries." That far the course had been well marked on portolan or sailors' charts. Beyond stretched the uncharted ocean, unless we accept as more or less authentic record such as may be found on charts of Benincasas or Bianco or Roselli.

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We may at least be well assured that it was by charts such as were these Columbus sailed. Just how the entire world appeared, when drawn according to the notions of the day, is set down in that fine world map the work of an unknown Genoese, and in facsimile is placed in the exhibit next that of the Commander and companion of Columbus—the one, a world map, drawn on the eve of the departure of Columbus to find the islands and the mainlands mentioned in his contract with the Sovereigns of Spain, the other showing for the first the New World which he found.

Although we do not have the journal of this momentous voyage as it was kept by its Commander, in somewhat altered form it has come down to us in records left by Las Casas, a distinguished, if not always truthful, Spanish writer. This journal gives most interesting details from day to day, of thoughts, impressions and experiences. His crew, as we are told, exhibited at times some fear lest they should go so far as not to find it possible to return, fears, which, however, the commander as appears successfully dispelled.

Columbus makes at least one entry of great scientific interest, finding on September 13, his compass needle turning to the west of north. The needle's declination had been noted long before his day, that is that it does not at all times and in all places turn towards the polar star, but previous observation told only of its declination to the east. Columbus found it turning to the west, and was the first to note this fact. One should here read the records in his journal. He mentions that he had with him a chart on which were laid down islands to the west, perhaps a chart drawn from information given by the Huelva pilot, perhaps a chart such as that drawn by Roselli, on which are laid down islands such as Antilia far to the west of Spain. This chart like those to which a reference has been previously made is shown in good facsimile. The journal entry of September 25th makes reference to these islands and the search for them, and notes the failure to discover them. "He then sailed on," as he relates, continuing his search for land still farther west, nowhere again does he make reference to the chart by which he sailed. From this time on they encountered almost daily evidence that land was near. "At two hours after midnight" so says the journal entry which concludes the record of October 11th, "land appeared." They lowered sail, and "standing off and on until the day," they landed on an island which the natives called Guanahani, now known as Watling's Island. The admiral carried, as they came ashore, the royal standard. Alonzo and Vincente Pinzon carried each a banner marked with the sovereigns' initials and with a crown surmounting every letter. With these emblems of their powers they took possession of the land.

Columbus had now attained the object of his enterprise, in so far at least as to discover islands, and, as he thought, it might be mainlands, not in the ocean sea where he had searched for them as laid down on his chart, but further to the west, so far indeed that there could well arise the question in his mind—Is this not India? We may well hold with Vignaud that it was a thing more glorious for Columbus to have found America because he looked for it than to have found it by mere chance while seeking, as is often said, to find a seaway to the Indies of the east. He thought of India as he sailed among the islands he had found, reached only after weeks of sailing, but he nowhere mentioned India when seeking aid to undertake his enterprise.

For several weeks he explored the region, sailed along the coast of Cuba, discovered Hayti, on the northern coast of which the admiral's ship

was lost. On January 16th the two remaining vessels, the *Pinta* and the *Nina* "trimmed sail to go to Spain," having on that date the last look at a distant cape of Espanola. The homeward journey was no less eventful than was the outward cruise, as one learns from the *Journal*. "At midday March 15th they entered by the bar of Saltes, inside the harbor whence they had departed August 3d the previous year." The word of their return soon spread and was received by some as but another tale of maritime adventure, by others as a triumph, a successful venture which brought with it added glory to the sovereigns of Spain.

How the King and Queen gave audience to the admiral, how Europe learned that new lands had been found, how Pope Alexander VI confirmed the claims of Spain and Portugal to all discoveries made or to be made of lands which lay to west or east of that meridian henceforth to be known as the Line of Demarcation, and how but slowly there was realized the great importance of the new discoveries, can not here be related.

September 25th, 1493, the admiral embarked again to extend his explorations of the new lands he had found, again in 1498, and yet again in 1502. The story of these years in his career make plain this fact—the greatness of events which flowed so rapidly and strong from his discovery of 1492 outran the purposes and plans which were of his own shaping. It was by his own success that he at length was overwhelmed. That he should not have grasped the full and true significance attaching to the New World he had found is not a fact at which to marvel. None in his day could comprehend the scope of his discovery. At times, in his last years, he thought that he had shown the way to India, at other times he expressed the conviction that he had been the means of pointing Europe to a region which had hitherto been entirely unknown.

It was almost in complete forgetfulness he died in Valladolid the 20th of May in 1506, lamenting in his last days that there had been taken from him most of the riches and the honors which should have been his due. If in his day he did but little to uplift and to improve his contemporaries, it would be difficult to find a child of any age who did more to prepare a way for such improvement. Columbus holds his place in history not by the greatness of his character, but by the greatness of the idea with which he was possessed, and the persistence with which he followed that idea to a successful issue. Islands and mainlands he set out to find he found, and it detracts no whit from the greatness of the fact that he had but faint conception of what he had achieved. He did more than "add a New World to Castile and Leon," he added, as it were, to all mankind, a New World, an endowment rich beyond all compare.

"Behind him lay the gray Azores,
Behind the Gates of Hercules;
Before him not the ghost of shores,
Before him only shoreless seas.
The good mate said: 'Now must we pray,
For, lo, the very stars are gone.
Brave Admiral, speak, what shall I say?'
'Why say, Sail on, sail on, sail on!'"

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"Then pale and worn, he kept his deck
And peered through darkness Ah, that night
Of all black nights! And then—a speck—
A light! A light! A light! A light!
It grew—a starlit flag unfurled.
It grew to be time's burst of dawn.
He gained a world; he gave that world
Its grandest lesson: 'On, sail on!'"

—Joaquin Miller.



